DECEMBER 21, 1953 Modernized Passenger Station . . . p. 26

RAILWAY AGE NEWS ISSUE

The Standard Railroad WEEKLY for Almost a Century

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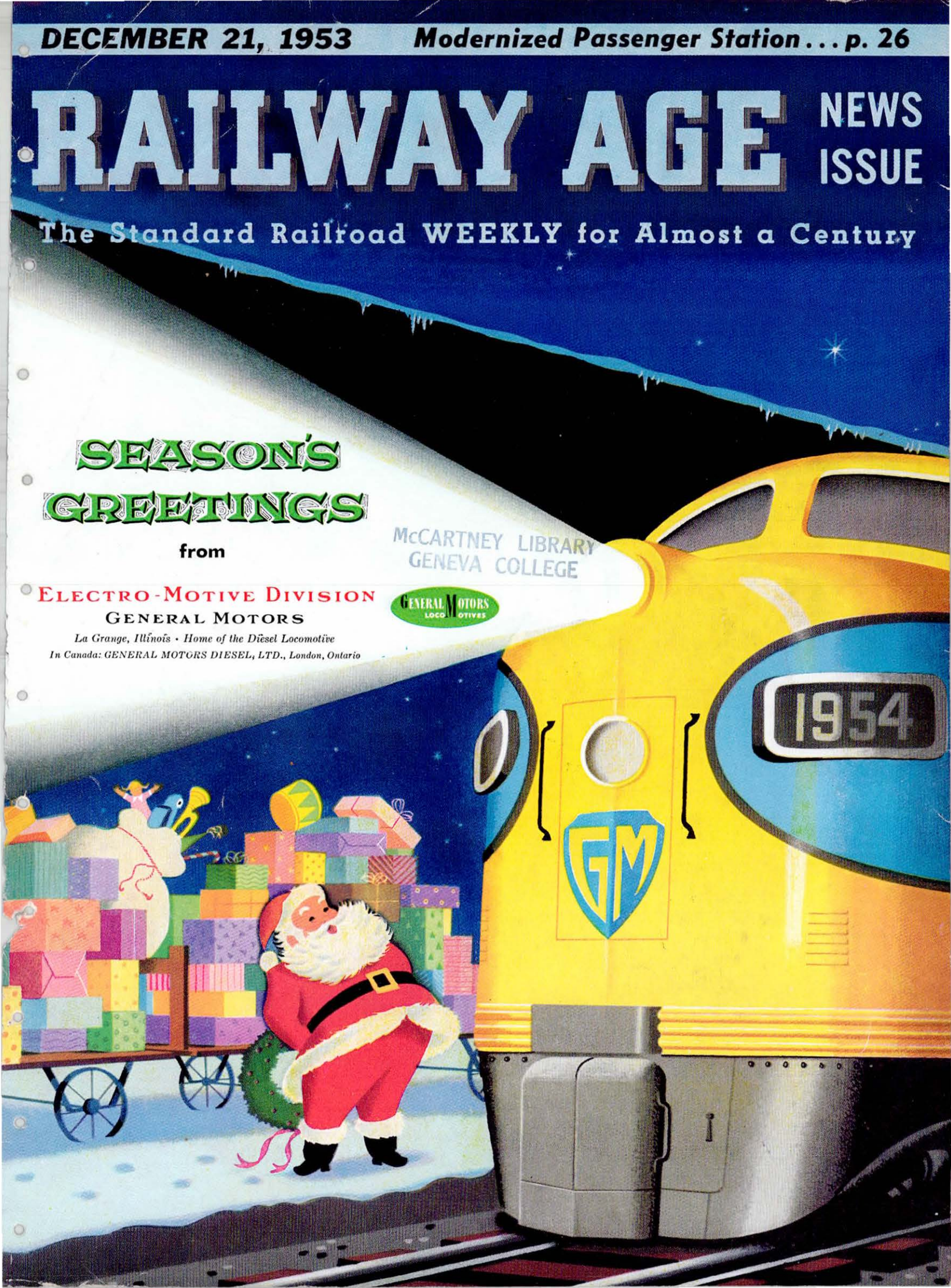

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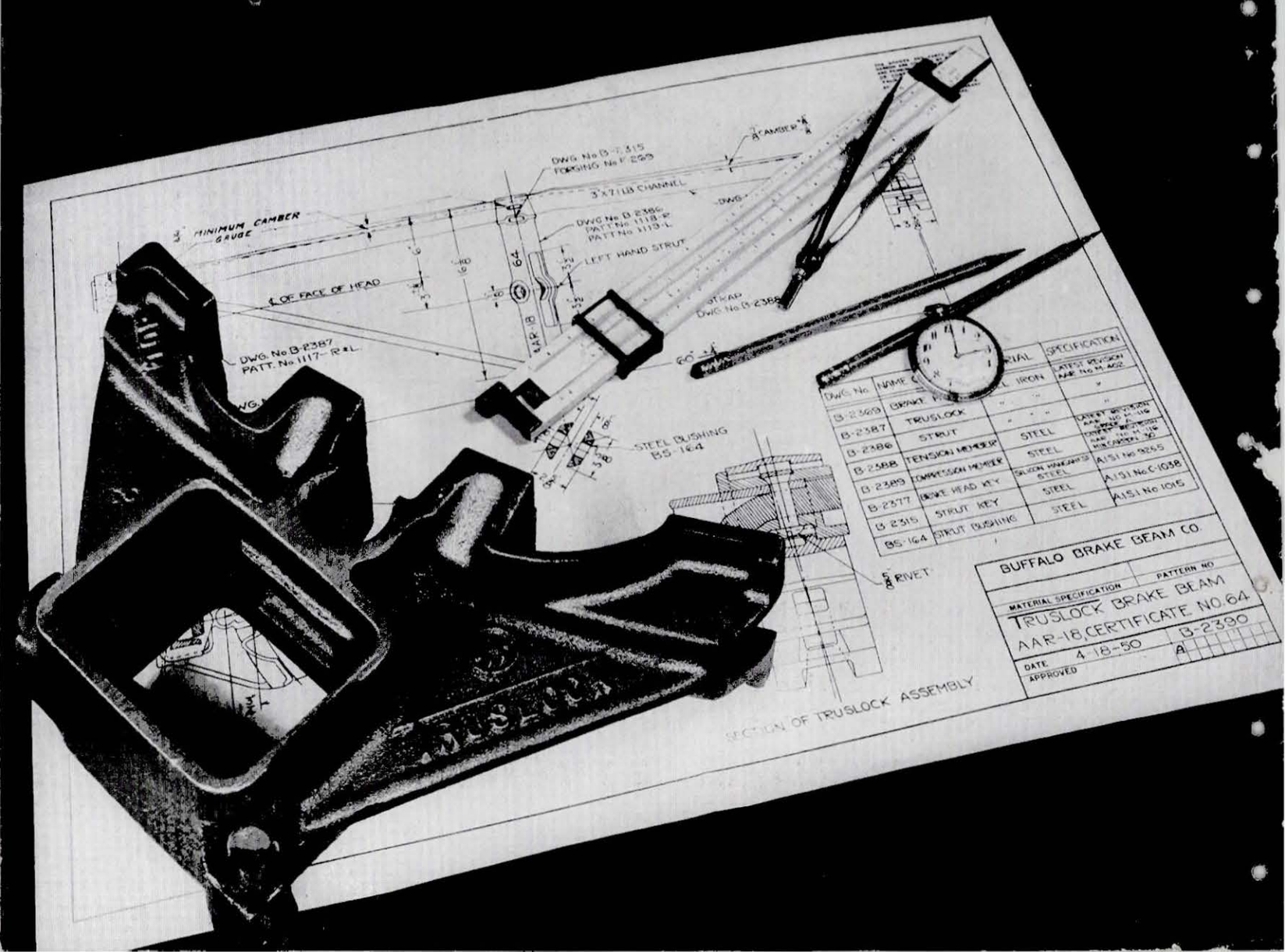
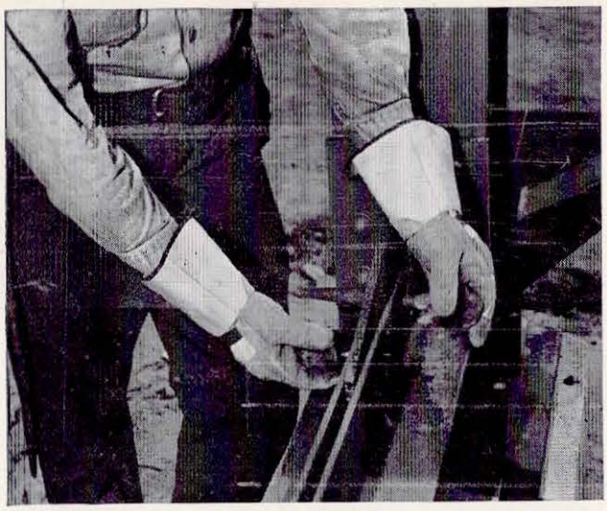
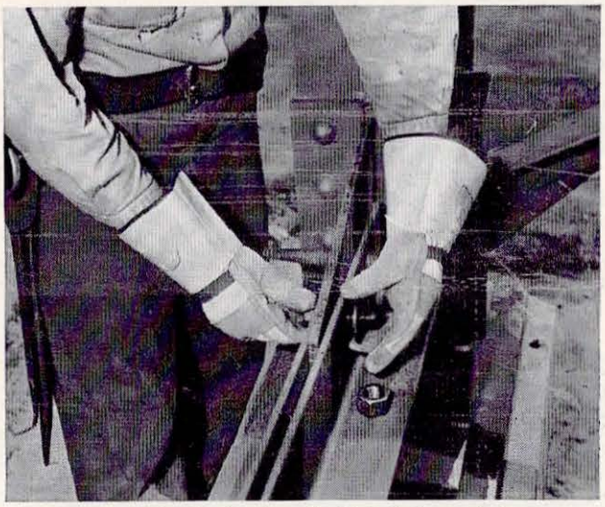


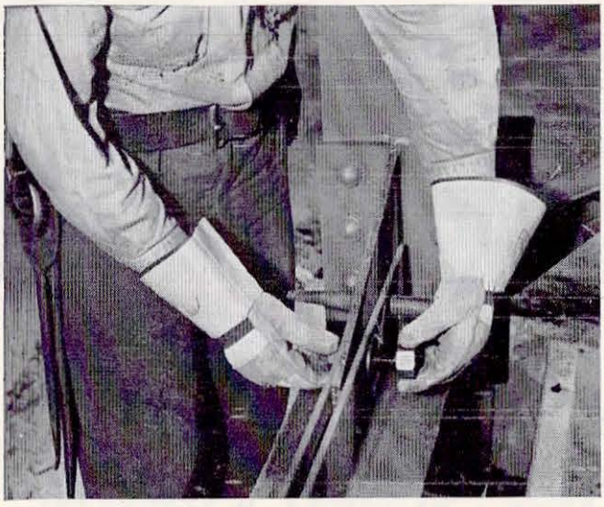
Here's the quick and easy way to join structural members



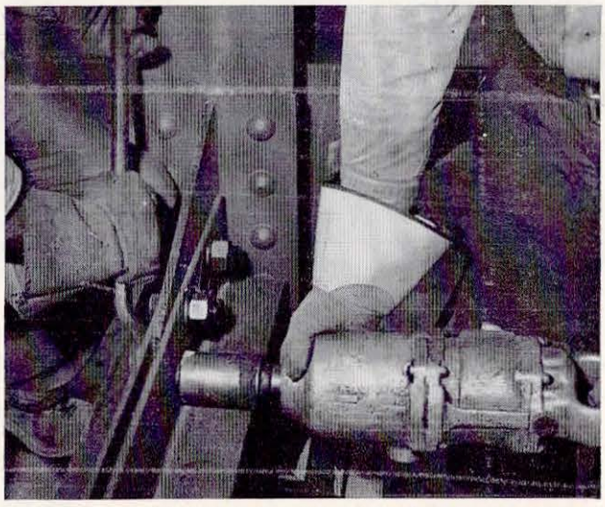
1 The holes are aligned, using one or more drift pins. Then the worker inserts the bolt, placing hardened washer under bolt head.



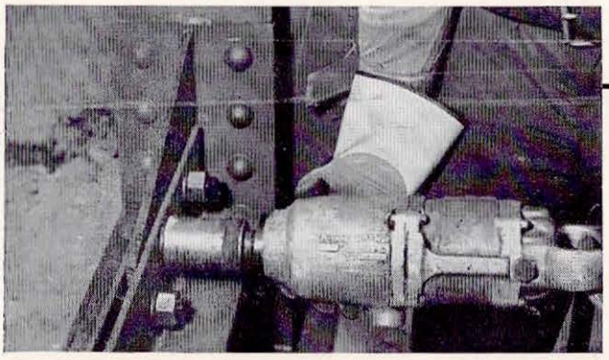
2 Head of bolt is held lightly with fingers as second hardened washer is slipped into place over threaded portion of the bolt.



3 Hexagonal nut is run up on the bolt. At each joint, the initial bolt is tightened sufficiently to keep holes in alignment. Then pins are replaced with bolts.



4 With bolt head held by hand wrench, nut is quickly torqued with pneumatic impact wrench. That's all there is to it! The whole operation takes less than the time to describe it. No wonder this time-saving way of erecting steel with high-strength bolts is growing more popular every day!



◀ *Alternative Method*—The Bethlehem High-Strength Bolt may also be installed by one man. With this method, the nut is first drawn up as far as possible with the hand wrench. Then the impact wrench is used alone.

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Dec. 21, 1953 NEWS ISSUE Vol. 135, No. 25

Week at a Glance

"There's life in the iron horse yet," railroad men told the Great Lakes Advisory Board, in explaining what the railroads are doing to offset their comparative decline in tonnage. **9**

Capital outlays for 1953 are now estimated by the I.C.C. at $1.251 billion—off 4.3 per cent from 1952 but still a good substantial figure. **10**

FORUM: What are the railroads' inherent advantages? A tentative definition is suggested. **17**

Questions and answers — What supervision is given the hold track? Could automatic hose couplings be used on freight cars? **19**

96 per cent availability of diesel switchers at U. S. Steel's Fairless Works is achieved by special features and carefully scheduled maintenance. **22**

A grinder to maintain diesel wheels is giving satisfactory service at low cost on the Chicago Belt. **23**

A station interior was transformed in modernizing a 63-year-old structure at Spokane, Wash. **26**

BRIEFS

Railroads and the Post Office Department have reached an understanding whereby the pending mail-pay case would be settled on the basis of a 10 per cent increase, retroactive to October 1. The settlement must be approved by the I.C.C., which has before it the railroad petition for an adjustment calculated to raise mail-pay revenue by not less than 45 per cent.

"Plight of the Railroads," a question-and-answer interview with NYC President William White, fills nine

Safest distance between two points
At the height of the Christmas rush, go down to the nearest railroad station. Watch the throngs of old folks, parents, children, whole families as they board or leave the trains that take them or bring them home for the holiday. Everyone is happy and confident—they are traveling by train.
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Merry Christmas
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Current Statistics

Operating revenues, ten months	
1953	$ 9,016,553,959
1952	8,738,507,372
Operating expenses, ten months	
1953	$ 6,780,942,483
1952	6,680,564,078
Taxes, ten months	
1953	$ 1,085,573,098
1952	1,048,218,626
Net railway operating income, ten months	
1953	$ 952,692,110
1952	856,877,240
Net income, estimated, ten months	
1953	$ 740,000,000
1952	630,000,000
Average price railroad stocks	
December 15, 1953	58.11
December 16, 1952	69.00
Carloadings revenue freight	
Forty-nine weeks, 1953	36,551,401
Forty-nine weeks, 1952	36,032,723
Average daily freight car surplus	
Wk. ended December 12, 1953	76,333
Wk. ended December 13, 1952	16,392
Average daily freight car shortage	
Wk. ended December 12, 1953	163
Wk. ended December 13, 1952	709
Freight cars delivered	
November 1953	6,137
November 1952	5,929
Freight cars on order	
December 1, 1953	31,869
December 1, 1952	87,657
Freight cars held for repairs	
November 1, 1953	94,758
November 1, 1952	94,843
Average number of railroad employees	
Mid-October 1953	1,214,656
Mid-October 1952	1,249,919

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Week at a Glance CONTINUED

full pages in the December 18 issue of U. S. News & World Report. In it, Mr. White sets forth fully and frankly the seriousness of many current railroad problems, but reiterates his "positive attitude" concerning the industry's long-term prospects.

On the labor front. — As reported elsewhere in this issue, the conductors' wage case has gone to the N. M. B., but up to press time no other reportable developments had come out of the various Chicago meetings. Carrier representatives held talks with representatives of the trainmen's and the firemen's unions, and separate conferences with the switchmen. There were no scheduled meetings in the "non-ops' " "fringe benefit" case, although mediators were in touch with both sides.

A threatened pre-holiday strike of some 500,000 British railway employees appears to have been averted by a government agreement to grant a larger wage increase than the 56 cents a week which had been recommended by a wage tribunal. The exact amount of the increase is subject to further negotiation, but employee representatives have indicated they will settle for 98 cents a week —much less than their original demand of $2.80. In any event, a fare increase seems sure to follow.

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"There's Life in the Iron Horse Yet"

Physical improvements and "more aggressive rate-making" should help stop loss of traffic, rail men say

"There's life in the old iron horse yet," two railroad spokesmen told the second annual forum meeting of the Great Lakes Regional Advisory Board at Cleveland, December 8, during a panel discussion of the question: "Why Is the Railroads' Share of Available Freight Tonnage Steadily Decreasing, and What Are They Doing About It?"

Both shipper and rail participants in the panel laid the loss to differences in conditions and service between rail and truck transportation, resulting chiefly from overregulation of railroads. But the rail men pointed to new signs of aggressive action to overcome those differences.

In this panel discussion, A. E. Whiteside, traffic manager of the Harshaw Chemical Company, presented statistics showing how truck tonnage has grown since 1935, while rail tonnage in the same period has grown much more slowly, and the railroads' share of total ton-miles has declined from 75 per cent to 57.1 per cent.

J. H. Wilharm, general traffic manager of the Diamond Alkali Company, attributed the railroads' loss in relative position to: (1) Early rate advantages of trucks—now practically equalized; (2) lower minimum truck shipping weights, which fit in with the trend toward closer inventory control and smaller orders; (3) superior service by truck over short distances when time is critical; (4) the fact that "we never get a dirty truck to load"; (5) the fact that demurrage is practically non-existent in trucking; and (6) the fact that tank car expenses are higher than tank truck expenses.

J. J. Fitzpatrick, assistant vice-president, Nickel Plate, pointed out that waterways and oil pipelines have made even more dramatic gains percentagewise than motor carriers. "Pipelines' ability to transport oil cheaply is just beyond the power of railroads to meet in competition," he said. "Meeting waterway competition between two ports is almost impossible, too. If Fourth Section relief is needed, it *is* impossible. It is difficult to compete with trucks on any haul where there must be a highway haul connecting."

Motor carriers have not been as closely regulated as railroads, he added, because they operate as a single unit, fewer joint rates are imposed upon them, and the long-and-short-haul clause doesn't apply to them even on paper. "Overregulation is the reason we can't compete. No other industry is regulated like the railroad industry."

Rate Aggressiveness — Mr. Fitzpatrick attacked the "growing" philosophy of uniformity in rates, saying "Uniformity stifles railroads. We can meet truck competition only by flexibility in rates." He conceded that traffic and rate officers are by nature conservative and cautious about making rate adjustments for fear of pulling down a whole fabric of rates by one seemingly innocent reduction, but said railroads are becoming more aggressive about meeting rate competition. He cited several commodity adjustments, beginning with iron and steel, and noted that railroads have support from the National Industrial Traffic League for such measures as the "Time Lag" bill.

M. G. McInnes, vice-president of the Erie, outlined the revolution in physical facilities which has been wrought by the spending of over $1 billion per year by the railroads. He also mentioned campaigns conducted among employees to improve all operating practices and to strengthen public relations.

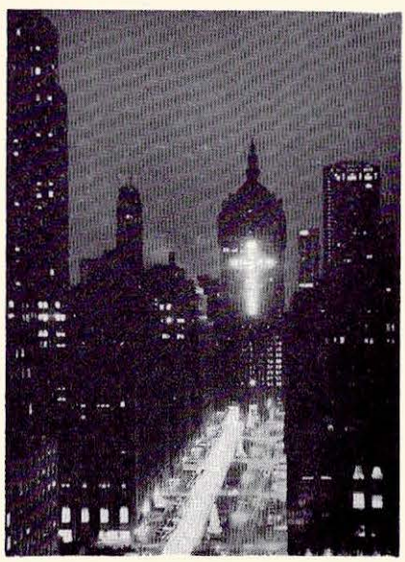
Piggyback—In response to questions, Mr. Fitzpatrick said proposed piggyback service has all kinds of ramifications. He explained that the inherent problem is one of revenue, and said railroads never turn away from revenue producing traffic.

Mr. McInnes could see no difficulty with piggyback from an operating standpoint, but agreed that it poses many financial problems, including the capital outlay required. He also said railroads are considering very seriously establishment of intermediate minimum rates on l.c.l. shipments to compete with the trucks' 3,000- and 5,000-lb. rates, although one shipper expressed the opinion that railroads should continue to encourage the most economical rate in transportation—the full carload, and should not "encroach" on the truckers' field.

Detention of cars beyond the 48-hour free time was described by C. R. Megee,

Aubrey Bodine, Baltimore Sun.

THE BALTIMORE & OHIO'S FAMOUS Christmas tree at Jackson, Md., decked with multi-colored lights and ornaments, is again heralding the spirit of Yuletide to travelers along the B&O's line. Pictured here are members of the road's Women's Music Club and Glee Club as they sang carols for the tree-lighting ceremonies on December 12. The 55-ft. holly tree will remain lighted from dusk to dawn through January 1.



THIS 138-ft. CROSS OF LIGHT again shines as a Christmas greeting from windows of the New York Central building, 230 Park avenue, New York. The cross, light for which comes from 32 300-watt lamps, was lighted for the first time this season on December 13. It will be illuminated on succeeding Saturday and Sunday nights through January 3, as well as on Christmas eve, Christmas night, and New Year's eve.

vice-chairman, Car Service Division, Association of American Railroads, as one of the most serious problems affecting car supply.

Charles F. Yardley, a member of the A.A.R.'s new L.C.L. Research Group, reported on progress made in mailing out questionnaires to railroads on present practices of physical handling and transportation He urged shippers and railroad men to continue cooperation with this study.

Figures of the Week

Capital Outlays Show Slight Drop

I.C.C. bureau estimates 1953 expenditures at $1.251 billion, off 4.3 per cent from 1952

Gross capital expenditures made by Class I line-haul railroads in 1953 are expected to total about $1.251 billion, the Bureau of Transport Economics and Statistics, Interstate Commerce, Commission, reported in its December "Monthly Comment."

The bureau figure includes actual expenditures made by all Class I roads between January and September, plus fourth-quarter estimates from 127 roads. The three roads which failed to submit estimates for the final quarter of 1953 made actual expenditures of $26 million in the like period of 1952.

The 1953 estimate of $1.251 billion represents a drop of 4.3 per cent from actual expenditures in 1952. The 1952 figure, when placed on a comparable basis by eliminating the three non-reporting roads for the fourth quarter, was $1.307 billion.

An accompanying table, reproduced from the "Comment," shows total 1953 figures, with the 1952 comparisons. The table also contains estimated capital expenditures for the first quarter of 1954, based on reports from 126 Class I roads.

Actual and Estimated Gross Capital Expenditures—Class I Line-haul Railways

Period	Number of roads	Expenditures for road *Thousands*	Expenditures for equipment *Thousands*	Total *Thousands*
Actual:				
January—September 1952	131	$272,950	$719,556	$992,506
October—December 1952	131	125,237	215,563	340,800
Total 1952	131	398,187	935,119	1,333,306
Total 1952 adjusted[1]	128	382,549	924,698	1,307,247
January—September 1953	130	285,765	646,362	932,127
Estimated:				
October—December 1953[2]	127	113,628	205,068	318,696
Actual and estimated:				
Total year 1953	..	399,393	851,430	1,250,823
Actual:				
First quarter 1953	130	79,837	220,210	300,047
Estimated:				
First quarter 1954[3]	126	80,708	168,221	248,929
Percent of change:				
January—September 1953 vs. same period in 1952 (actual)	..	+4.7	−10.2	− 6.1
Year 1953 (actual and estimated) vs. 1952 adjusted	..	+4.4	− 7.9	− 4.3
First quarter 1954 (estimatedl) over same period in 1953 (actual)	..	+1.1	−23.6	−17.0

[1] Total figures adjusted to eliminate fourth quarter 1952 expenditures of three roads which did not furnish estimates for the fourth quarter of 1953.
[2] Estimates for the fourth quarter of 1953 were not furnished by three roads. In the same quarter of 1952 these carriers made expenditures of $15.6 million for road and $10.4 million for equipment.
[3] Estimates for the first quarter of 1954 were not furnished by four roads. In the same quarter of 1953 these carriers made expenditures of $3.0 million for road and $5.8 million for equipment.

Freight Car Loadings

Loading of revenue freight in the week ended December 12 totaled 651,951 cars, the Association of American Railroads announced on December 17. This was a decrease of 10,084 cars, or 1.5 per cent, compared with the previous week; a decrease of 69,391 cars, or 9.6 per cent, compared with the corresponding week last year; and a decrease of 101,243 cars, or 13.4 per cent, compared with the equivalent 1951 week.

Loadings of revenue freight for the week ended December 5 totaled 662,035 cars; the summary for that week, compiled by the Car Service Division, A. A. R., follows:

REVENUE FREIGHT CAR LOADINGS

For the week ended Saturday, December 5			
District	1953	1952	1951
Eastern	112,931	123,138	131,596
Allegheny	126,437	144,421	155,413
Pocahontas	48,699	57,557	63,852
Southern	120,937	130,769	137,124
Northwestern	76,029	84,480	92,767
Central Western	119,135	121,968	127,578
Southwestern	57,867	56,991	65,200
Total Western Districts	253,031	263,439	285,545
Total All Roads	662,035	719,324	773,530
Commodities:			
Grain and grain products	44,194	44,354	54,307
Livestock	9,418	11,902	10,363
Coal	116,813	142,663	158,494
Coke	11,531	15,377	17,236
Forest products	42,470	42,030	41,388
Ore	19,114	25,976	31,539
Merchandise l.c.l.	64,555	71,756	72,487
Miscellaneous	353,940	365,266	387,716
December 5	662,035	719,324	773,530
November 28	596,230	670,371	821,776
November 21	725,732	811,073	711,447
November 14	727,058	828,750	814,258
November 7	747,868	829,295	791,403
Cumulative total 49 weeks	35,551,401	36,032,723	38,572,618

In Canada.—Carloadings for the nine-day period ended November 30 totaled 91,950 cars, compared with 80,729 cars for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
November 30, 1953	91,950	36,787
November 30, 1952	95,238	36,406
Cumulative Totals		
November 30, 1953	3,693,944	1,498,915
November 30, 1952	3,826,681	1,597,490

Operations

Cars Not Quite So Old

The average age of passenger-train cars on January 1, 1953, was 27.10 years, instead of 28.92 years, according to the I.C.C.'s Bureau of Transport Economics and Statistics. The bureau said the 28.92 figure, reported in the November issue of its "Monthly Comment," was based on a calculation by the American Railway Car Institute. The institute subsequently discovered the error, notified the bureau, and a correction was noted in the "Monthly Comment" for December.

A story in *Railway Age* November 23, pages 11-12, was based on the initial report, and showed average age as 28.92 years.

1953 First-Half Tonnage Was Slightly Above 1952

Class I railroads originated slightly more revenue tonnage in the first half of 1953 than in the same period of 1952, but the improvement was possible only because a steel strike depressed traffic in the 1952 period.

The Bureau of Transport Economics

and Statistics of the Interstate Commerce Commission discussed the 1953 tonnage situation in its latest "Monthly Comment." The bureau said Class I roads originated 663.9 million tons of revenue freight in the opening half of 1953, an increase of 0.4 per cent over the 661.4 million tons originated in 1952.

Considering the five commodity groups, as well as less-carload and forwarder traffic, the bureau reported three instances in which 1953 showed improvement over 1952. The largest increase, 4.5 per cent, was in "Manufactures and Miscellaneous" tonnage. There was a 9.1 per cent drop in "Products of Agriculture" and a 9.3 per cent decline in l.c.l. tonnage.

Gross freight revenue in the first half of 1953 was up 5.8 per cent over the like 1952 period. This reflected, at least in part, the higher freight rates in effect throughout the 1953 period.

Rates & Fares

Tariff Group Makes More Progress

Distributes 10 additional improvement bulletins; gets studies on rate conversion and reissue of old class-rate tariffs on dockets of railroad traffic associations

The Railroads' Tariff Research Group has distributed Tariff Improvement Bulletins 44 to 53, inclusive. They went to tariff publishing agents and tariff publishing officers of individual railroads, and they prescribe tariff specifications which were approved in Birmingham, Ala., November 13-14 at a joint meeting of the railroads' Administrative Committee and the Cooperating Committee of the National Industrial Traffic League.

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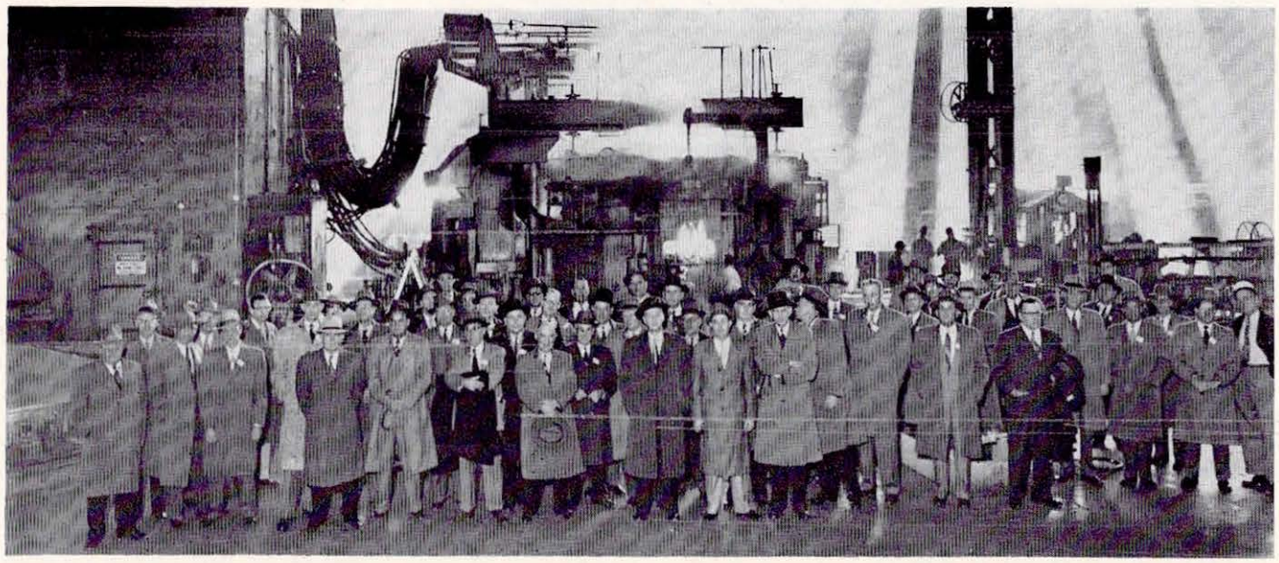

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and Statistics of the Interstate Commerce Commission discussed the 1953 tonnage situation in its latest "Monthly Comment." The bureau said Class I roads originated 663.9 million tons of revenue freight in the opening half of 1953, an increase of 0.4 per cent over the 661.4 million tons originated in 1952.

Considering the five commodity groups, as well as less-carload and forwarder traffic, the bureau reported three instances in which 1953 showed improvement over 1952. The largest increase, 4.5 per cent, was in "Manufactures and Miscellaneous" tonnage. There was a 9.1 per cent drop in "Products of Agriculture" and a 9.3 per cent decline in l.c.l. tonnage.

Gross freight revenue in the first half of 1953 was up 5.8 per cent over the like 1952 period. This reflected, at least in part, the higher freight rates in effect throughout the 1953 period.

Rates & Fares

Tariff Group Makes More Progress

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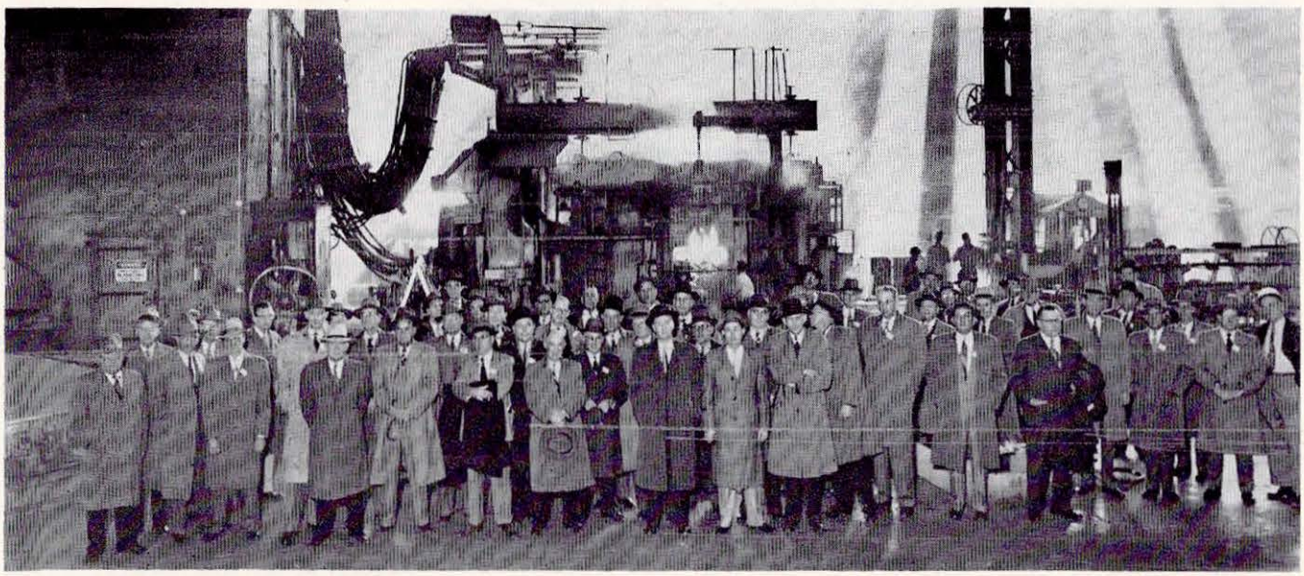

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bered in the regular freight tariff series of the issuing railroad or publishing agent. Bulletin No. 51 prescribes a standard design for all tariff and supplement title pages, with emphasis placed on ready and easy readability. Bulletin No. 52 directs that title pages show the name and number of the agent who compiles the tariff, and that the names of "cooperating" agents be shown on the reverse side of the title page.

The specifications prescribed in Bulletins 44, 48 and 53 became effective when the bulletins were issued. Bulletins 45 through 47 and 49 through 52 became effective with the issuance of new and the reissue of existing tariffs.

N.Y. Commission Rejects LI Request for Fare Increase

The New York State Public Service Commission has rejected an application by the Long Island for authority to increase commutation fares by 12.9 per cent and single-trip fares by five per cent. The commission's ruling pointed out that the Pennsylvania is seeking approval from the Interstate Commerce Commission for a 25 per cent commutation-fare increase for the LI.

"It may well be," the commission said, "that the Long Island hopes to superimpose its recent request for a 12 per cent increase upon the 25 per cent increase already recommended by the hearing examiner of the I.C.C." William Wyer, LI trustee, was accused by the commission of "playing fast and loose with the regulatory processes by striving to pit one regulatory body against the other."

Governor Dewey—Meanwhile, in a Washington, D.C., press conference, New York Governor Thomas E. Dewey charged the PRR, which had joined Mr. Wyer in petitioning the I.C.C. for the rate increase, with "an effort . . . either to gain control of the Long Island free of state regulation or, in the alternative, to socialize the railroad and pay them [the PRR] $60,000,000 in condemnation of the property." Mr. Dewey also criticized Mr. Wyer, who, he said, is doing the "bidding" of the PRR.

The I.C.C., Mr. Dewey added, was guilty of "usurpation" and "unprecedented interference" in taking jurisdiction over the LI's application for the 25 per cent fare increase. He contended that the I.C.C. has no jurisdiction because the LI operates entirely within state boundaries. Governor Dewey said he is opposed to government operation of railroads, but that he does not wish to "bail them out of the failure of their ownership."

Labor & Wages

Canadian B. of L.F. & E. Votes Strike; No Date Set

Members of the Brotherhood of Locomotive Firemen & Enginemen employed by the Canadian Pacific and the Canadian National have voted 95 per cent in favor of a strike, according to W. E. Gamble, the union's international vice-president. Mr. Gamble said the door would be left open for further negotiations before a strike date is set, adding that there will be no strike during the coming holiday period because "we have no quarrel with the public and it is not our desire to spoil their Christmas."

The union has argued that the railroads should issue a directive stating they will deal with it as the representative of firemen even after they have become enginemen. The railroads have called the dispute jurisdictional, and one that should be settled between the B. of L.F.&E. and the Brotherhood of Locomotive Engineers. The latter union now represents firemen when they become enginemen, even if they revert temporarily to the rank of firemen.

Express Agency Disputes Go to Emergency Board

President Eisenhower has created an emergency board to investigate wage disputes between the Railway Express Agency and its employees who are represented by the Brotherhood of Railway Clerks. The executive order was issued December 16, after the case had been certified to the White House by the National Mediation Board, but members of the emergency board were not named immediately.

The President's action came after REA, already strikebound in three cities, was threatened with walkouts at 13 additional points. The strikes already in progress are at Pittsburgh, Milwaukee, and Detroit.

Conductors; Carriers Ask Mediation on Wages

Disagreement wound up negotiations between the Order of Railway Conductors and representatives of the three regional carriers' groups in Chicago on December 15.

In a joint announcement, the parties said they have jointly invoked the services of the National Mediation Board and it is expected that the case will begin in Chicago on January 11. The conductors are asking that their wages be graduated upward depending upon the weight of the locomotives hauling their trains (*Railway Age*, October 26, page 12). Discussion on the case has been under way since December 9. The conductors' commit-

ENTHUSIASM FOR PIGGYBACK runs high on the Chicago & North Western. As mentioned briefly in last week's issue, the road has expanded this service for the fourth time and is now offering it between Chicago and Milwaukee—pick up to delivery—on an overnight basis. The trailers themselves are loaded in delivery route order so that upon arrival they may proceed quickly over a predetermined route within the destination city. The C&NW began its less-carload operation with overnight service between Chicago and Green Bay, Wis., in August. In November this was simultaneously expanded to the Twin Cities and Omaha and Council Bluffs.

Essay Paper—A Correction

The article in the December 14 *Railway Age*, page 92, by C. A. Church, entitled "Here's a Way to Regain Business," was adapted from a paper submitted in the 1952 Roy V. Wright Memorial Essay Contest of the New York Railroad Club. A footnote accompanying that article stated erroneously that the paper was submitted in the 1953 contest, because the awards were announced this year. Papers submitted in the 1953 contest are in the hands of the judges and their decision has not yet been announced.

tee is headed by President Roy O. Hughes. Daniel P. Loomis, chairman of the Association of Western Railways; L. W. Horning, vice-president of the New York Central; and W. S. Baker, assistant vice-president of the Atlantic Coast Line, are representing the regional carrier groups.

Law and Regulation

I.C.C. Merges Accounts And Valuation Bureaus

The Bureau of Accounts and Cost Finding and the Bureau of Valuation of the Interstate Commerce Commission will be consolidated January 1, 1954. This was announced December 11 by the commission's managing director, E. F. Hamm, Jr.

The consolidated bureau will be called the Bureau of Accounts, Cost Finding and Valuation, and its director will be Cecil W. Emken, now director of the Bureau of Accounts and Cost Finding. John E. Hansbury, acting director of the Bureau of Valuation, will become assistant director of the new bureau.

Mr. Emken, who is 56 years old, has been with the commission 26 years and director of the Bureau of Accounts and Cost Finding for three years. Mr. Hansbury, who is 66 years old, has been with the commission more than 39 years. He has been acting director of the Bureau of Valuation since last January, when former Director George S. Douglass died.

Hamm Says Lack of Funds Restricts I.C.C. Output

A shortage of funds over the past 10 years, and a "constant reduction of staff," has led the Interstate Commerce Commission into a spiral of what might be likened to a breakdown in production, E. F. Hamm, Jr., managing director of the commission, declared last week in a speech at Pittsburgh.

Addressing the Pittsburgh chapter, National Defense Transportation Association, Mr. Hamm said the commission has had "function after function and responsibility after responsibility" added to its jurisdiction since 1887. Meanwhile, the growth of transportation has been changing the "regulatory concept."

"The problems of regulation (after 1935) had swung from regulation in the public interest of a monopoly carrier to the highly complex regulation of an intensively competitive industry . . . . ," Mr. Hamm said.

The I.C.C. official said this job of looking after all forms of transportation imposed a "tremendous burden" on the commission. Failure to obtain adequate appropriations for this job, he said, has brought about a "dilution of effectiveness" in many commission activities.

Commenting on commission moves toward "self-improvement," Mr. Hamm cited such things as increased use of "modified procedure" in formal cases, new special rules of practice to speed the handling of cases, greater use of field attorneys, and delegation of authority to the Board of Suspension and the Fourth Section Board.

The overall job of "reorganization" remains the top job on the managing director's list, Mr. Hamm said, and he pointed to the recent consolidation of the Bureau of Valuation with the bureau of accounts and cost finding as the "first step toward a reduction in the number of bureaus."

People in the News

W. J. Hickey Will Be Short Line Association's Counsel

William J. Hickey has been elected vice-president and general counsel of the American Short Line Railroad Association.

He will assume the position January 1, 1954, as successor to the late Clarence A. Miller, who died last month (*Railway Age*, November 30, page 17).

For the past five years, Mr. Hickey has been on the staff of the Department of Justice's Transportation section, where he handled cases involving judicial review of orders of the Interstate Commerce Commission. Also, he has been legal adviser to the National Mediation Board.

Mr. Hickey was born May 19, 1915, in Washington, D.C. He received his A.B. degree in 1937 from Brown University and his LL.B. in 1948 from Georgetown University Law School. His career has included service as assistant national bank examiner, and business analyst with the Office of Alien Property Custodian.

He was with the Navy Department

William J. Hickey

during the 1944-1948 period, including two years on active duty, where he attained the rank of lieutenant.

Accounting

Rail Cost Formula Brought Up to Date

The Bureau of Accounts and Cost Finding of the Interstate Commerce Commission has reissued its formula for determining rail freight service costs.

The reissue is Rail Form A, 9-53. It incorporates revisions in the accounting classification made since the latest previous edition, which was Rail Form

MAINE CENTRAL'S NEW COLOR COMBINATION, green and gold, has started to make its appearance on the road's locomotives and freight cars. The cars have an overall "pine needle" green body and carry a large 9 ft. by 6 ft. gold panel with a 3-ft. pine tree insignia in green in the center, and the words "Maine Central—The Pine Tree Route" over and below the insignia. Main body of the locomotives will be green, with gold stripes. All locomotives and cars will get the new colors as they go into the Waterville, Me., shops for their regular paintings.

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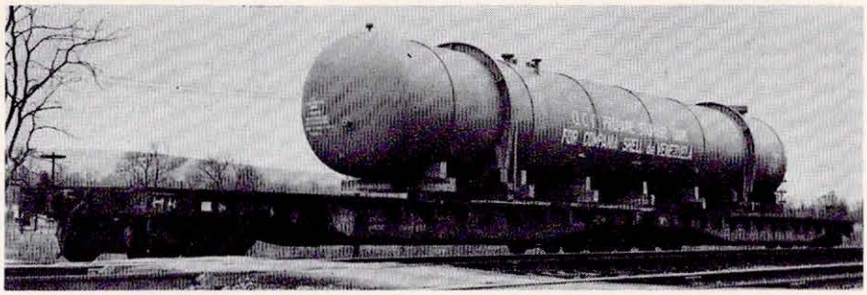
Abandonments

Authorization

DENVER & RIO GRANDE WESTERN—To abandon three segments of narrow-gage branch line, totaling 137.6 miles, plus an additional 18.2 miles of side tracks, in Chaffee, Saguache and Gunnison counties, Colo. The three segments are located between Poncha Junction, Colo., and Sapinero; between Gunnison and Crested Butte and between Gunnison and Castleton. Division 4 said the present operating ratio on the branch lines is 192 per cent, and there are no prospects of sufficient traffic in the future to offset losses from this operation.



ONE OF 17 30,000-GAL. TANKS built by American Car & Foundry Co. at Milton, Pa., for the Compania Shell de Venezuela.

Financial

Railroad Industry Remains Much Undercapitalized

Total capitalization of the railroads, as of December 31, 1952, was less than two-thirds of their investment in road and equipment.

According to studies by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission, the railroad industry at the end of last year had a total of $31.2 billion invested in road and equipment (before depreciation). Of this amount, only 61.9 per cent was capitalized.

The capitalization, amounting to $19.3 billion, was comprised of $10.1 billion of "funded debt" and $9.2 billion of stock.

The I. C. C. Bureau made these figures public in the December "Monthly Comment." The bureau noted that in 1920—"the year in which the I. C. C. was given jurisdiction over issuance of railway securities"—the percentage relationship of capital to investment was 101.9.

"Financial reorganizations and voluntary debt reduction on the part of many carriers since 1940 have had a marked effect on the capital structure of the railroads," the bureau added.

If 1952 investment is reduced by the amount of accrued depreciation and amortization of defense projects, the net investment in road and equipment would be $24.3 billion. The percentage relationship of total capitalization to this net investment was 79.4 at the close of 1952.

New York Central.—*Proposes Sale of New York Real Estate.*—The NYC has begun legal proceedings in the New York Supreme Court to determine its rights in connection with a proposed sale of some of the road's real estate properties in the Grand Central Terminal area in New York City. William White, NYC president, said the road has under consideration an offer to purchase the 270 Park Avenue property together with the Yale Club and Vanderbilt Concourse properties.

The 270 Park Avenue parcel, most of which is held by the NYC under long-term lease from the New York & Harlem Railroad, includes the Hotel Marguery and occupies the entire block between Park and Madison avenues and 47th and 48th streets. The other two parcels are owned by the NYC and are on the west side of Vanderbilt avenue between 44th and 45th streets.

Questions to be determined in the legal proceedings concern the rights of the Central under its lease from the NY&H, rights of trustees for bondholders under mortgages of both the NYC and the NY&H, and rights of the New Haven, which operates into Grand Central. In undertaking this litigation, Mr. White added, the Central is not formulating a general policy with respect to its entire real estate holdings in the area, but is seeking a determination of its rights in order to formulate such a policy.

Securities

Application

ILLINOIS CENTRAL.—To issue and sell $15,000,000 of series F 30-year consolidated mortgage bonds, proceeds from which would be used to redeem IC debentures on February 1, 1954. The 4¾ per cent debentures, due in 1966, are outstanding in the amount of $34,743,000. They will be called on February 1 at 102½. Redemption of the debentures is part of the IC's long-range plan for simplifying its financial structure and reducing funded debt (*Railway Age*, December 14, page 124). The new series F bonds would be sold by competitive bidding.

The IC also asked the commission for authority to borrow $12,000,000 on February 1 from the National City Bank of New York. The bank loan would be secured by a like amount of series D consolidated mortgage bonds. Seven insurance companies have agreed to purchase these bonds on April 1, 1954, and the IC would then use the proceeds to pay off the bank loan. Meanwhile, the loan would be applied toward redemption of the debentures on February 1.

Dividends Declared

CAMDEN & BURLINGTON.—75¢, semiannual, payable January 2 to holders of record December 15.

CHICAGO GREAT WESTERN.—5% preferred, 62½¢, quarterly, and $1, which clears all arrears; both payable December 31 to holders of record December 21.

DAYTON & MICHIGAN.—8% preferred, $1, quarterly, payable January 2 to holders of record December 15.

DELAWARE.—$1, semiannual, payable January 2 to holders of record December 15.

DENVER & RIO GRANDE WESTERN.—common escrow certificates, 50% stock dividend, payable December 30 to holders of record December 18.

ILLINOIS CENTRAL LEASED LINES.—$2, semiannual, payable January 2 to holders of record December 11.

ILLINOIS TERMINAL.—20¢, resumed, payable December 31 to holders of record December 19.

LYKENS VALLEY R.R. & COAL.—40¢, semiannual, payable January 2 to holders of record December 15.

MAHONING COAL.—common, $12.50, payable December 30, to holders of record December 21; 5% preferred, $1.25, semiannual, payable January 2 to holders of record December 21.

MASSAWIPPI VALLEY.—$3, semiannual, payable February 1 to holders of record December 31.

MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE.—50¢, resumed, payable December 31 to holders of record December 21.

NEW YORK CENTRAL.—50¢, payable January 15 to holders of record December 18.

NORWICH & WORCESTER.—8% preferred, $2, quarterly, payable January 2 to holders of record December 15.

PHILADELPHIA & TRENTON.—$2.50, quarterly, payable January 11 to holders of record December 31.

PITTSBURGH & LAKE ERIE.—$1.50, quarterly, payable January 15 to holders of record December 18.

PROVIDENCE & WORCESTER.—$2.50, quarterly, payable December 31 to holders of record December 14.

ST. LOUIS, ROCKY MOUNTAIN & PACIFIC.—25¢, payable January 5 to holders of record December 15.

TUNNEL R.R. OF ST. LOUIS.—$3, semiannual, payable January 2 to holders of record December 15.

WESTERN MARYLAND.—7% 1st preferred, $2.50, quarterly, and $10, on arrears, payable under stock modification plan pending before I.C.C.; both payable December 30 to holders of record December 24.

WESTERN NEW YORK & PENNSYLVANIA.—common, $1.50, semiannual; 5% preferred. $1.25, semiannual; both payable January 4 to holders of record December 31.

Security Price Averages

	Dec. 15	Prev. Week	Last Year
Average price of 20 representative railway stocks	58.11	59.20	69.00
Average price of 20 representative railway bonds	90.76	90.68	95.72

Railway Officers

ATLANTA & WEST POINT—WESTERN OF ALABAMA—GEORGIA.—J. C. Mixon has been appointed general manager of these roads at Atlanta, Ga.

CANADIAN PACIFIC. — **T. A. Donovan,** acting general purchasing agent, has been appointed general purchasing agent; **W. W. Lummis,** assistant to general purchasing agent, has been named assistant general purchasing agent; **T. A. Quirk,** purchasing agent, has been appointed assistant to general purchasing agent; **J. R. Sproson** has been named purchasing agent, and **D. Fahey** becomes

assistant purchasing agent, all at Montreal.

Harry Arkle, freight traffic manager, has been named general freight traffic manager, with headquarters as before at Montreal, succeeding **Gerald Hiam,** who will retire on pension at the end of the year, after almost 50 years' service.

Mr. Donovan was born at Canterbury, N.B., August 3, 1897, attended St. Joseph's College at Memramcook, N.B., and entered railroad service in August

T. A. Donovan

1912 in the purchasing department of the CPR at Calgary. He was appointed acting general purchasing agent in October, after having served as assistant general purchasing agent since January 1952.

Mr. Arkle was born at Gateshead-on-Tyne, England, and entered railroad service in 1912 as a clerk for the CPR at Winnipeg, where he has spent all

Harry Arkle

except the last four months of his career. He was named freight traffic manager of the Prairie and Pacific regions in 1949, transferring to Montreal last August.

CENTRAL OF GEORGIA.—Hubert M. Croghan, assistant freight traffic manager, has been appointed vice-president in charge of traffic at Savannah, succeeding **W. McN. Knapp,** who will retire January 1, 1954, after almost 50 years of railroad service. Mr. Croghan began his railroad career with the CofG April 16, 1924, as office boy at Savannah, and later served as clerk in the general freight office there, assistant commerce clerk, chief commerce clerk and com-

Hubert M. Croghan

merce agent. He was appointed assistant general freight agent in January 1950, general freight agent in December 1951, and assistant freight traffic manager June 16 this year. Mr. Croghan was admitted to the Georgia Bar in December 1936, and to practice before the I.C.C. in 1941.

CHESAPEAKE & OHIO. — Edward A. Brannon, a former newspaperman, will manage the public relations of The Greenbrier, and will be a public relations representative of the C&O, which owns the resort in White Sulphur Springs, W. Va.

GULF, COLORADO & SANTA FE.—P. W. Bailey has been named special assistant to general manager at Galveston, Tex.

LACKAWANNA. — James L. Barngrove, Jr., assistant to president, has been appointed general traffic manager, with headquarters as before at New York. A biography and photograph of Mr. Barngrove were published in *Railway Age* July 6, page 30.

LONG ISLAND.—Lawrence Chaffee, special assistant—law department, has been appointed general attorney in charge of the department at Jamaica, N.Y.

RAILWAY EXPRESS AGENCY. —A. F. Hall has been appointed director, personnel administration; **J. N. Meisten** has been named director, labor relations, and **E. J. Beresford** has been appointed director, labor relations research. Messrs. Hall, Meisten and Beresford were formerly assistants to vice-president. **W. W. Martin,** superintendent, employee relations, has been named assistant director personnel administration. **P. C. Krist** has been appointed director, salary administration, a newly created position. Mr. Krist was formerly manager personnel administration, Bendix Aviation Corporation, at South Bend, Ind. **C. J.**

A. F. Hall

Prange has been appointed to the new post of director, training and education. Mr. Prange comes from Dicto-

J. N. Meisten

graph Products, Inc., Jamaica, N.Y., where he was assistant regional manager and training director.

ST. LOUIS, SAN FRANCISCO & TEXAS.—M. E. Traywick has been appointed terminal trainmaster at Fort Worth.

SANTA FE.—W. E. Willingham and **S. C. Oliver** have been named assistants to general auditor at Chicago.

UNION PACIFIC.—Harold M. West, assistant traffic manager at Seattle, Wash., and **Marshall R. Bryan,** general freight agent at Chicago, have retired, after 47 and 33 years of service, respectively.

OBITUARY

T. D. Sedwick, who retired as engineer of tests of the **Rock Island** February 1, 1950, died in Florida December 4. Mr. Sedwick, after his retirement, was a consultant for the National Aluminate Corporation until April 1952.

What Are the Railroads' Inherent Advantages?

An inquisitive railroader has written to this paper, raising a rather fundamental question, as follows:

"One thing that bothers me is what is meant by 'inherent advantages.' I have searched unsuccessfully for some statement by the Interstate Commerce Commission as to what it considers the term may mean. I have heard and read many speeches which mention 'inherent advantages'—but without definition. I wonder whether people who use the term are always thinking of the same thing."

This question is of the highest importance—because it is the goal of public policy, as set forth in the Interstate Commerce Act, to defend the "inherent advantages" of each of the several forms of transportation. A target is not likely to be hit unless it is in plain sight. Tentatively, how would the following satisfy the requirements of a definition?: *The inherent advantages of a mode of transportation are those economic merits which arise from the relative mechanical and manpower efficiency afforded by that mode of transportation, without relation to any artificial attractiveness or unattractiveness which it may have as a result of traditional practices or governmental dealing with it.*

If that tentative definition is unacceptable, suggestions for improved wording would be welcome.

It is certainly an "inherent advantage" of truck transportation, for instance, that a truckload of freight can be handled directly from the place of business of a shipper to that of the consignee—without intermediate assembly into a train, and subsequent break-up into carload units for industry-track delivery. On the other hand, any advantage which truck transportation may enjoy by reason of having its roadway provided tax-free, and in part at the expense of taxpayers or other highway users, is not an "inherent advantage." It is an advantage all right—and how!—but it is not an *inherent* advantage that the regulators are legally and morally bound to protect; as they probably would be bound, for instance, not to put any artificial impediments in the way of truck hauls directly from shipper to consignee.

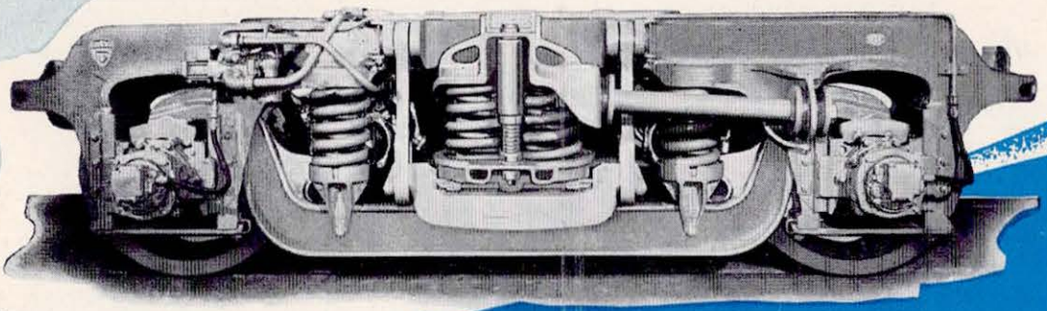
But what about the railroads? What are the "inherent advantages" of railroad service? The characteristics which set the railroads apart from other means of freight transportation include: (1) The superior mechanical (and fuel) efficiency of "the flanged wheel on the steel rail"; (2) the labor economy in the line-haul movement of upwards of 5,000 net tons with a crew of five men; and (3) the decreasing unit costs of additional tonnage on the railways, up to the point of 100 per cent utilization. The list isn't complete, but these points would seem to be the main ones.

If the foregoing are, indeed, the principal inherent advantages of railway movement of freight, then it would follow that legislation and regulation should take care to place no obstacles in the way of passing along these advantages to the people who "pay the freight." The friend who has asked for a definition of "inherent advantages" observes further:

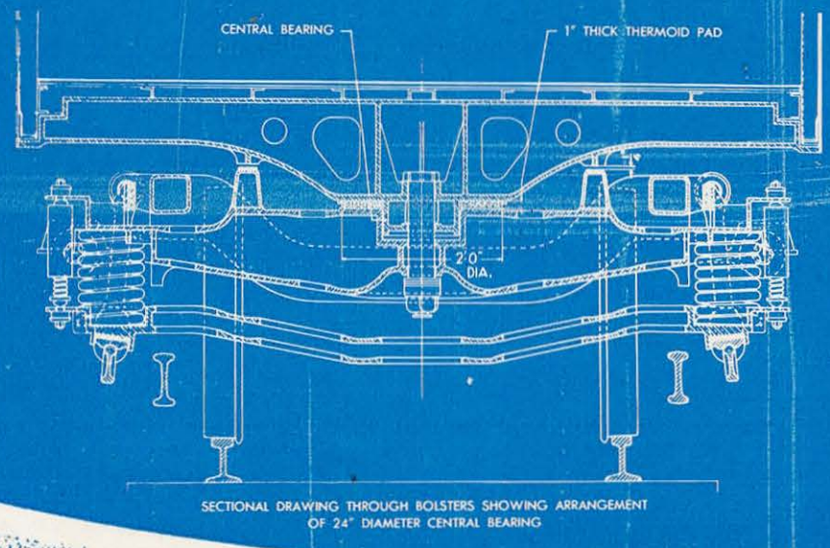
"Because the railways are an industry of 'decreasing costs,' they have a wide spread in potential rates which would be profitable. It follows that their situation calls for varying rates according to varying condition of demand. To eliminate unused capacity, which is very expensive for railways, differential charging (sometimes inaccurately called 'discriminatory charging') is economically desirable for them—from their own selfish standpoint, as well as that of the public interest. Arbitrary regulatory standards as to what constitutes a 'profitable' rate tend to prevent the railroads and the public from enjoying the benefits of the inherent advantages of the railroads' peculiar cost structure.

"Railways should undoubtedly seek to get as profitable a rate as possible, but they ought not to be denied the opportunity to compete rate-wise for any traffic which would yield them more net revenue than they would get if they should lose the traffic. This concept of the proper relationship of rates to costs is closer to economic facts than the guidance which any elaborate cost formula can yield; and it is also much simpler in practical application."

The subject of "inherent advantages" is too large to be adequately comprehended in a discussion as short as this one. But the question is one which is certainly worth raising; and we hope our readers, by their questions and suggestions, may correct the deficiencies of the proposed definition. If the term could be more closely related to specific transportation situations than it usually is, perhaps these "inherent advantages" would get better protection than they have had, so far.



Commonwealth Passenger Car
Truck with Outside Hanger
Spring Suspension



SECTIONAL DRAWING THROUGH BOLSTERS SHOWING ARRANGEMENT OF 24" DIAMETER CENTRAL BEARING

For a Better Ride

and Less Upkeep Costs...

It is a fact that a smoother, more comfortable ride attracts more passenger traffic. A proven way to assure the utmost in riding comfort and at the same time reduce maintenance costs is to equip your passenger train cars with Commonwealth Outside Swing Hanger Type Trucks and Central Bearings.

On existing cars or new equipment, this latest design truck assures easier riding at all speeds with reduced car body roll. Swing hangers and bolster springs are located on the outside of the truck, readily accessible for inspection and maintenance. The new Central Bearing eliminates truck shimmy and side bearing problems, increases wheel mileage between turnings, and requires no lubrication.

For greatly improved riding comfort, plus substantial savings in upkeep costs, equip your present or new equipment with Commonwealth Outside Swing Hanger Trucks and the new Central Bearings.

GENERAL STEEL CASTINGS

GRANITE CITY, ILL. • EDDYSTONE, PA.

Questions and Answers FOR THE TRANSPORTATION DEPARTMENT

What supervision is given the hold track? Are movements to that track analyzed regularly with the purpose of avoiding similar moves in the future?

Periodic checks are advisable.

(1) The only time we switch cars to the hold track is when awaiting disposition information from connecting lines. This movement is rather infrequent.—*J. H. Huntt, president and general manager, East Erie Commercial.*

(2) We are constantly studying our entire operation, including movements to the hold track, with a view to improving it. In a congested terminal such studies are well worthwhile. For example, one such check disclosed many cars going to the hold track over week-ends when clerks were not on duty to give information about home routes. Another case involved company material arriving on line without adequate information having been supplied at the interchange point. This made it necessary to hold the cars until such information was secured. I would say that periodic checks of movements to hold tracks should be made, causes for holding determined, and such causes eliminated wherever possible.—*B. R. Gould, general manager, Union (Pittsburgh).*

(3) The hold track is checked twice a day, once in the morning and once in the afternoon. Also, it is switched about 10 a.m. and 8 p.m. each day. (It is not our practice to switch the hold track every time a hold car is released.) I might add that it is almost impossible to operate a large yard and eliminate delays to cars without a proper yard check, especially of the hold and repair tracks.—*P. H. Fox, chief of transportation, Canadian National.*

(This question was suggested by a reader who said it is his experience that certain firms—and even some railroad agents—never seem able to get disposition instructions moving with cars. Have other readers had similar experience? If so, what methods have been found effective in putting an end to such wasteful delays?—*G. C. R.*)

Is it practicable to equip freight cars with automatic coupling devices for air hose in the same way that some passenger cars have been equipped in recent years?

Extensive testing showed such devices to be impracticable.

The Association of American Railroads carried on a very extensive program of research on train-line connecting devices over a period of years. These studies included air hose, signal hose and steam hose couplings. They began in 1930 and continued through 1935, and were made in cooperation with the Interstate Commerce Commission's Bureau of Safety and representatives of the train service brotherhoods, under a neutral director, H. A. Johnson, then assistant general manager of the Chicago Rapid Transit Company.

Every type of connector which had been developed through the years, including various types of coupling faces (butt face, angle face, etc.), and every type of attachment to the car, such as to the car body or coupler, was investigated. *Included were automatic train-line couplers for both freight and passenger cars,* and, in the case of passenger cars, steam heat couplings as well as air signal hose couplers. [Italics mine.—*G. C. R.*] Laboratory testing machines were developed to conduct coupling and fatigue tests and also to test operation of the devices under full steam or air pressure. These tests were carried on at Purdue University. The conclusions reached were that use of such devices would:

(1) Increase considerably the weight of cars; (2) greatly increase first costs; (3) increase cost of maintenance; and, (4) introduce additional—and greater—hazards to employees. Also, adapters would have been needed to permit coupling cars equipped with the new devices to those still equipped with conventional hose couplings.

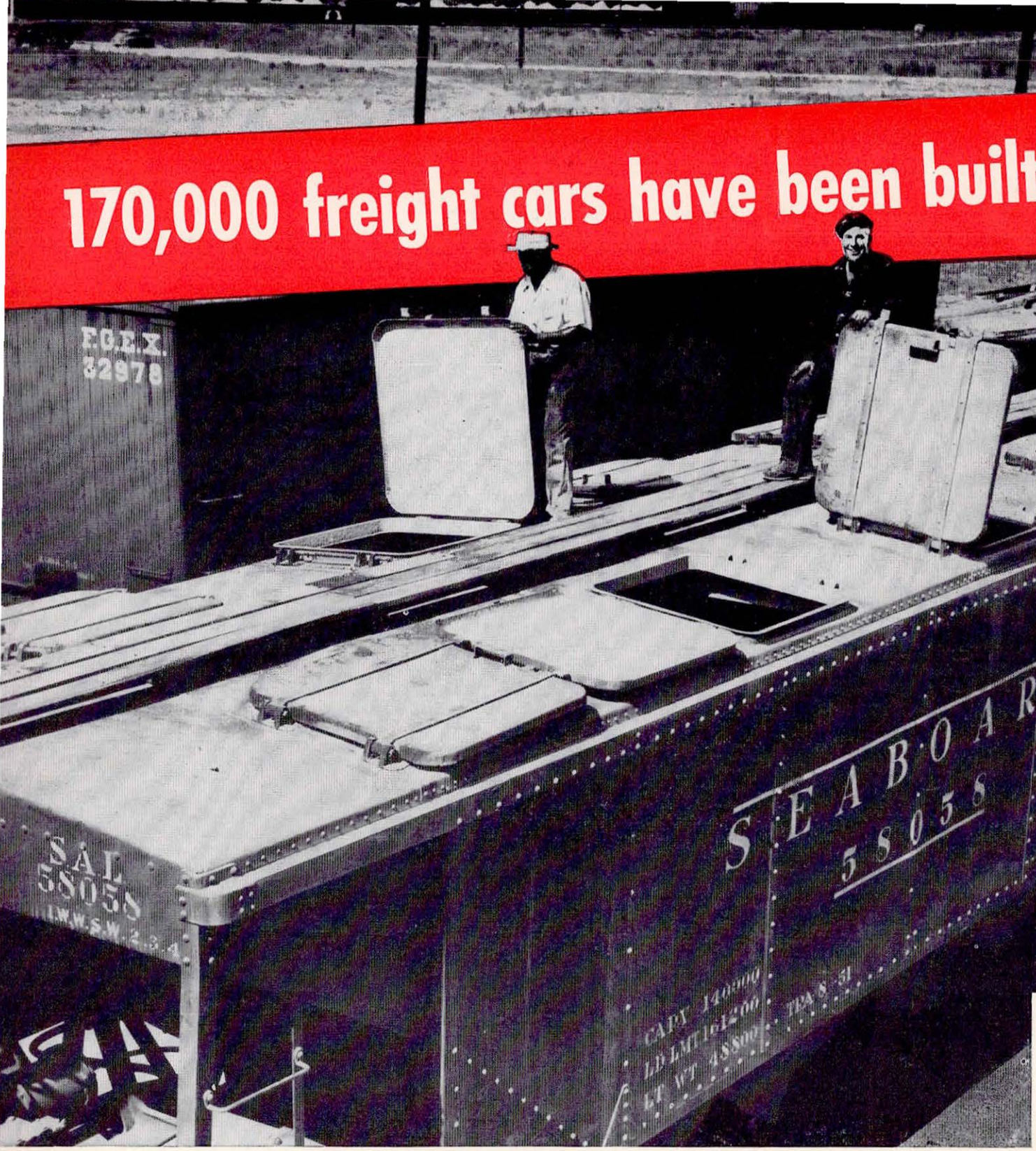
At the close of these investigations it was recommended that no further tests be made. On April 27, 1939, the case was closed by the I.C.C. in the following language: "It is ordered that the complaint . . . be dismissed for want of prosecution and without prejudice" [Docket 21996].

Since that time the Mechanical Division of the A.A.R. has kept close watch on automatic coupling devices. None have been produced which deviate appreciably from those which were tested.—*V. R. Hawthorne, executive vice-chairman, Mechanical Division, A.A.R.*

The next column, in the January 4 issue, will contain answers to the car service quiz carried in this space November 23. Meantime, with the holidays at hand, I want to say "thanks" to everyone who has helped with this column—readers who have sent in their reactions; those who have taken their time to answer questions for us, and all who have answered our two quizzes. Only your help can make this the type of information service you want. Best wishes for the holidays and the New Year!—*G. C. R.*

CONDUCTED BY G. C. RANDALL, district manager, Car Service Division (ret.), Association of American Railroads, this column runs in alternate weekly news issues of this paper, and is devoted to authoritative answers to questions on transportation department matters. Questions on subjects concerning other departments will not be considered, unless they have a direct bearing on transportation functions. Readers are invited to submit questions, and, when so inclined, letters agreeing or disagreeing with our answers. Communications should be addressed to Question and Answer Editor, *Railway Age*, 30 Church Street, New York 7.

170,000 freight cars have been built



ONE of the original 100 covered hopper cars, series 58000, put into service by Seaboard Air Line in 1935. Doors are raised to show their "good-as-new" condition today. Made of USS COR-TEN steel—with a yield point 1½ times that of carbon steel—these doors have superior strength and toughness to stand up under service. The high corrosion resistance of COR-TEN steel is also an important factor that contributes to their unusual durability.

1933 UNITED STATES STEEL USS HIGH STRENGTH STEELS 1953
TWENTY YEARS OF PERFORMANCE

USS HIGH STRENGTH STEEL

better with USS COR-TEN steel since 1933

In phosphate-hauling hoppers on the Seaboard Air Line

18 years of service without renewals or replacements

proves life-increasing properties of USS COR-TEN steel

In 1935, the Seaboard Air Line Railroad equipped 100 phosphate hopper cars (Series 58000) with USS Cor-Ten steel roofs and hopper doors. Despite the fact that in this type of ore transport, roofs and hopper doors bear the brunt of punishment, and though these cars have been in continuous service for the past 18 years, not one door or roof has had to be replaced because of wearing out.

Here is a typical example of Cor-Ten steel's ability to minimize maintenance under quite severe operating conditions.

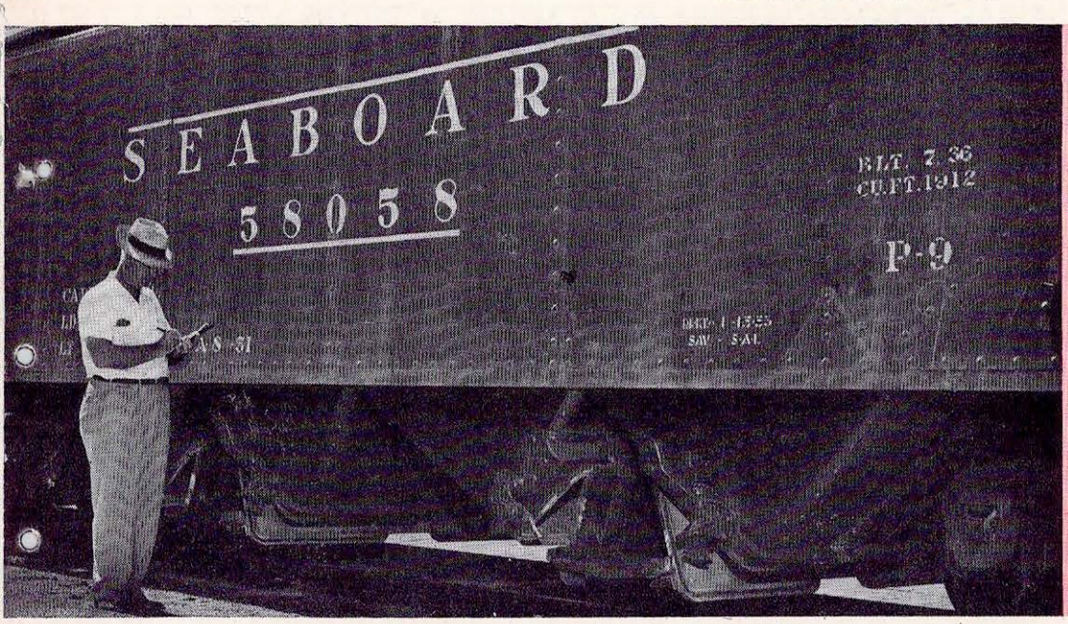
Just consider these facts. Although the phosphate ore is handled dry in these covered hoppers, atmospheric moisture combines with the ore to form corrosive phosphate compounds. As a result, the metal ultimately rusts out—sooner in the case of ordinary steel—very much later with USS Cor-Ten steel.

In addition, the hopper doors are subjected to severe abrasive action as thousands of tons of ore grind over the door surfaces during loading and unloading. Yet, Seaboard maintenance records reveal that USS Cor-Ten steel has withstood this combined corrosion-abrasion attack for 18 years running—the only maintenance needed has been an occasional coat of paint.

On the basis of this low-maintenance, money-saving performance, Seaboard Air Line has, since 1935, continued to use more and more Cor-Ten steel construction. They now have in service 1775 cars built with USS Cor-Ten steel roofs and hopper doors. This year, they have ordered 400 more.

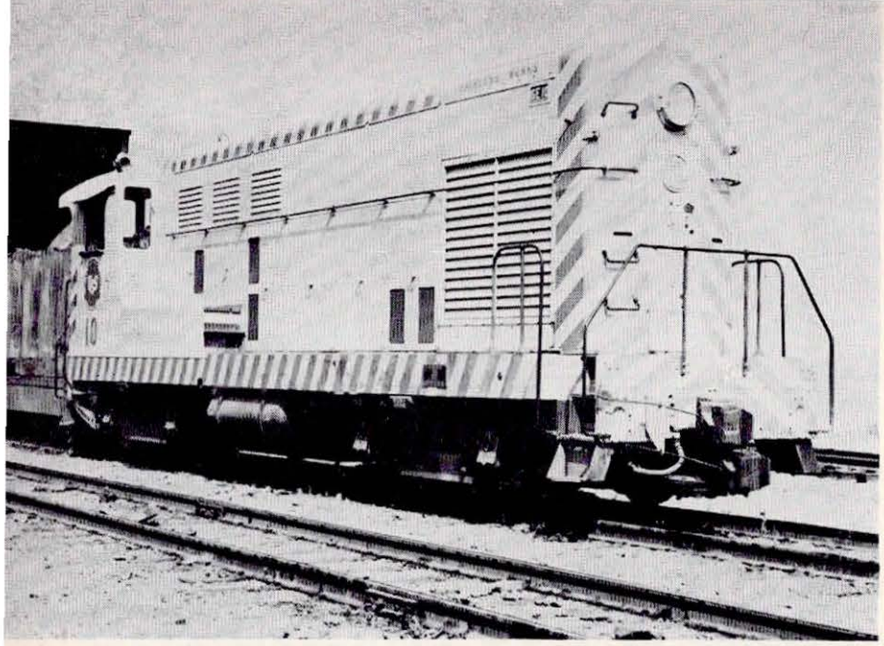
If you want your equipment to last longer, cost less to maintain, and cost less to operate, get the facts about construction with USS Cor-Ten steel. Our engineers will be glad to show you how readily this famous "steel that does more" can be applied to your designs, how little it costs, and the sound economic reasons that justify its use.

UNITED STATES STEEL CORPORATION, PITTSBURGH • AMERICAN STEEL & WIRE DIVISION, CLEVELAND • COLUMBIA-GENEVA STEEL DIVISION, SAN FRANCISCO
NATIONAL TUBE DIVISION, PITTSBURGH • TENNESSEE COAL & IRON DIVISION, FAIRFIELD, ALA. • UNITED STATES STEEL SUPPLY DIVISION, WAREHOUSE DISTRIBUTORS
UNITED STATES STEEL EXPORT COMPANY, NEW YORK

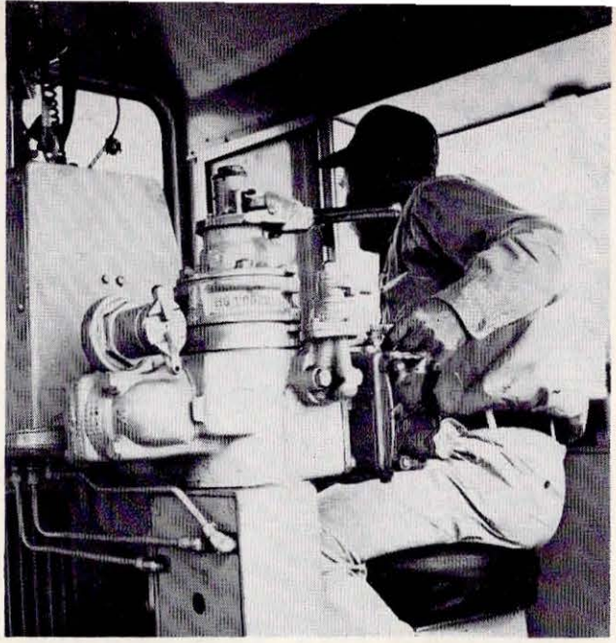


The excellent condition of the Cor-Ten steel hopper doors, after 18 years' service hauling phosphate ore, is clearly shown in this photograph. Cor-Ten steel's high resistance to atmospheric corrosion—4 to 6 times that of ordinary steel, 2 to 3 times that of copper steel—and its greater resistance to abrasion pay off here. Not one of these doors in 100 cars built in 1934 has had to be replaced because of wearing out.

UNITED STATES STEEL



DUAL COUPLERS permit rapid coupling to special low cars and the use of the switchers in the open hearth area.



LOW POWER CONTROL permits moving the locomotive as little as two inches.

UTMOST DEPENDABILITY AND

96 Per Cent Availability Here

Locomotives at steel plant yard railroad operate under tough conditions and have special features to improve performance

Low power control, which permits locomotive moves as short as two inches by reducing main generator excitation to deliver as little as eight horsepower to the traction motors, is one of several features on eight 1,200-hp. Fairbanks-Morse switchers used at U. S. Steel's Fairless Works at Morrisville, Pa.

Visibility is improved by having virtually the entire back of the hood-type unit of glass and by a large mirror set. The mirror arrangement is on the left side of the cab and permits the man at the controls on the right side to look forward on the left in addition to his direct view on his own side. Extending across the back of the cab is heat-resistant Herculite glass to withstand the drastic temperature changes when the locomotive moves in and out of hot shops picking up or discharging loads with temperatures running up to 3,000 deg. F.

An ususual feature of these locomotives is the application of dual couplers—a standard-height coupler for conventional cars and a lower coupler for ingot and charging-box buggies. The dual coupler installation permits assigning these diesels to the open hearth area where 2,000-ton trains of scrap are moved up a 2¾ per cent grade to the open hearth charging area. The molten metal from the furnace is carried away in special mold buggies, and while on the trip, it solidifies so that the molds can be stripped.

The ingots go from the stripper to a soaking pit where they are heated to an even temperature to permit rolling. This movement places a premium on diesel dependability. The longer the steel is permitted to cool, the more it needs to be heated before rolling. It is estimated that every additional minute between stripper and soaking pit doubles the time the ingot must stay in the soaking pit.

There are 17 air-dump cars to handle debris, flue dust from the blast furnaces and dust from the open-hearth precipitators. The locomotives not only propel the cars but provide compressed air for dumping. Upon occasion, the diesels have served as mobile, standby generating plants, supplying electricity to operate cranes.

The steel company railroad serves the 3,900-acre plant with 80 miles of track, 250 standard-type freight cars and hundreds of special cars designed specifically for steel-plant service. As many as 700 cars a day are moved into the Fairless yards with movements varying all the way from a single car to 100-car trains of coal and iron ore.

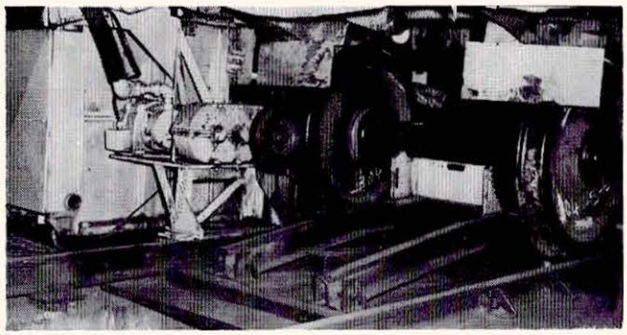
Servicing Time Small

The eight locomotives used in the open hearth area, as well as ten others in the company's roster, are scheduled for work 24 hours a day and are withdrawn for regular preventive maintenance for one 7-hour turn once a week.

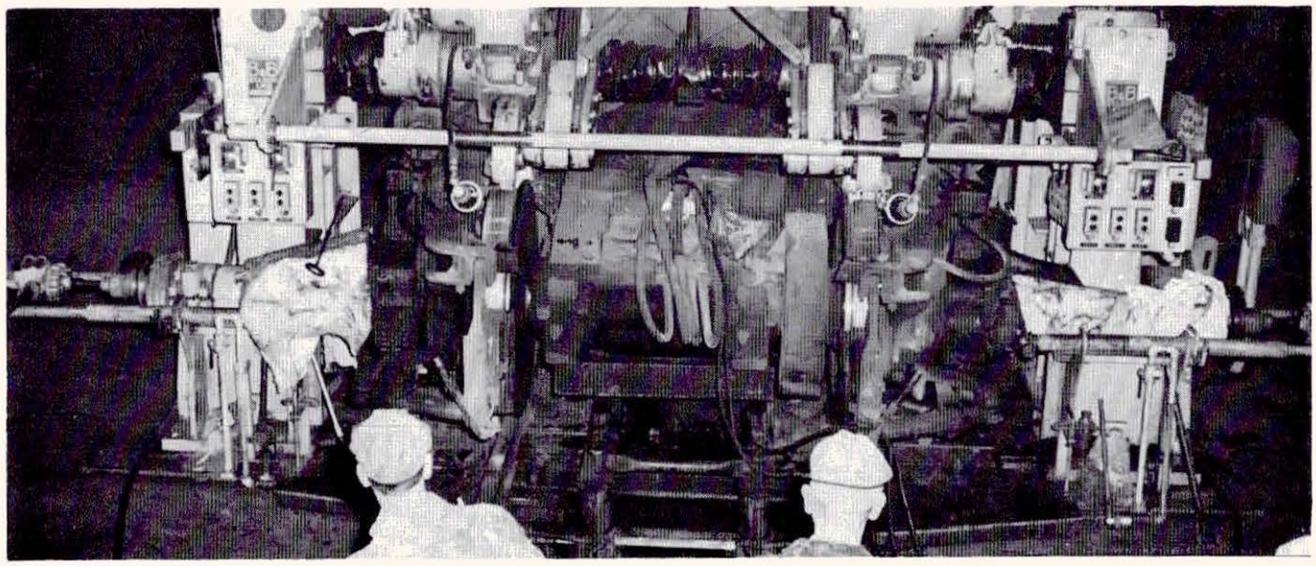
The company operates a well equipped diesel maintenance shop and usually can accomplish any necessary job in the 7-hour period, allowing each locomotive to be in service 161 hours out of every 168, or 95.8 per cent of the time. The diesels are refueled on the job. A service truck runs out to the work sites and supplies fuel oil and sand as needed. Some of the locomotives have been working this schedule for a year with no enforced withdrawals from service.

BELT LINE GETS—

- Increased Wheel Life
- Higher Locomotive Availability
- Reduction in Man-Hours Required



MOUNTED WHEELS REMOVED from truck are revolved by separate drive which swings clear for truck work.



THE TREAD AND THE FLANGE are ground on the two wheels at the same time.

Grinder Used to Maintain Wheels

One machinist and one apprentice, working a single-shift five-day week, handle all wheel work on the 53 diesel switchers of the Belt Railway of Chicago plus an approximately equal amount of wheel work for industries along the line. This includes doing all tread contour work by grinding, boring of tires and shrinking them on wheel centers, boring and mounting new wheels, and turning and machining axle surfaces on new and used axles.

The tread and flange contour is restored by grinding with the wheels in place on the truck (but with the truck removed from the locomotive), or with a pair of mounted wheels removed from the truck. The Belt management does not feel that the inability to grind wheels in place under the locomotive is a serious handicap for a shop of its size with the maintenance procedures that have been set up.

The wheel work is scheduled for the date the locomotive is due for annual or semiannual inspection. The locomotive is placed on the wheel-grinder track between midnight and 8 a.m. of the day it is to get wheel work. One truck is disconnected by the third trick men, the unit lifted out of the way, and the truck placed on the grinder. The four wheels are ground, two at a time, by two grinding wheels while being revolved by the truck's traction motors.

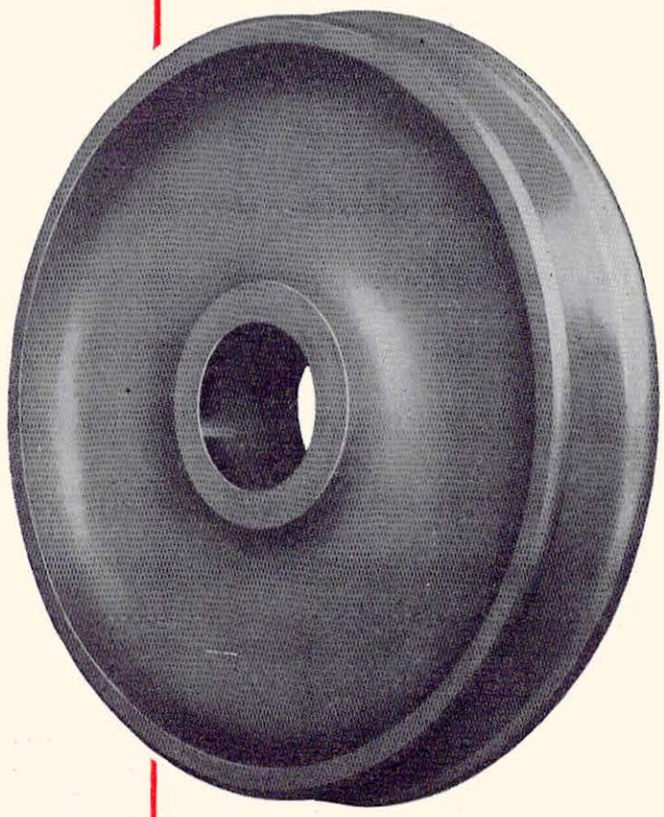
The grinding is completed during an eight-hour shift at a material cost of $38.50, the price of a pair of grinding wheels, which are discarded after completing four wheels. No intermediate dressing or other maintenance is needed. The interval between grinding goes as high as 18 months (90,000 miles over predominantly switching trackage) with an average of 14 months. Wheel life is expected to be increased from four years to five because hard spots do not have to be undercut, requiring removal of less metal to restore tread contour.

While the two pairs of wheels are being ground, the two men who formerly took wheel sets out of the truck make the general locomotive inspection and do required work. The wheels on the other truck will be scheduled for grinding the next time the locomotive is in for periodic work, consistent of course with the condition of the wheels.

The grinding machine for this operation is a product of the B&B Manufacturing Company, 101 South Meramec st., St. Louis 5.

WHATEVER YOUR NEEDS . . .

There's a U·S·S Wrought to save you



U·S·S One-Wear *Wrought* Steel Wheels deliver more ton-miles per dollar than any other type wheel. And for two obvious reasons. For one thing, they are made of steel, whose inherent properties combine sufficient hardness to resist wear, sufficient strength to withstand heavy loads, and sufficient ductility to minimize sudden brittle fractures. Next, this fine combination of properties is improved by forging, rolling and control-cooling the wheel, which imparts to the steel a high degree of soundness.

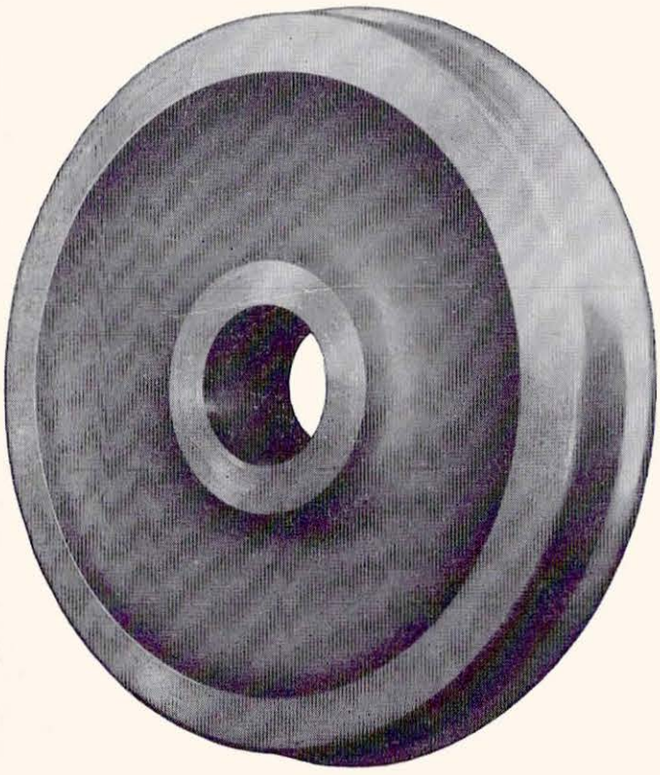
The above factors result in a wheel that is far stronger, safer, more durable and more economical than ordinary wheels—one that will last 200,000 to 300,000 miles in normal freight car service. In addition to the extra mileage, U·S·S One-Wear *Wrought* Steel Wheels offer other money-saving advantages. A car rolling on U·S·S One-Wear *Wrought* Steel Wheels spends more time in service, and less time on a repair siding. Consequently, maintenance costs go down and greater car revenue can be realized.

One-Wear *Wrought* Steel Wheels are far lighter than ordinary wheels, too. Eight *Wrought* Steel Wheels under a 50-ton capacity car will save approximately 1,520 lbs. of unsprung weight, which can be directly converted into additional pay-load capacity. Or it can mean a savings in fuel due to the decreased load. Greater safety, longer service, higher mileage, less weight . . . all at lower cost.

U·S·S Wrought Steel Wheels available:

- One-Wear Freight Car Wheels
- Multiple-Wear Freight Car Wheels
- Passenger Car Wheels
- Diesel Locomotive Wheels
- Steam Locomotive Wheels
- Electric Locomotive Wheels
- Tender Truck Wheels
- Electric Transit Wheels
- Crane Track Wheels

Steel Wheel TIME and MONEY



U·S·S Multiple-Wear *Wrought* Steel Wheels are designed for the toughest jobs to be found on American railroads. Manufactured under the same exacting process that is used in the production of U·S·S One-Wear *Wrought* Steel Wheels, but with the added advantage of extra wearable tread, there are no wheels quite so well prepared for heavy loads, hard braking, high speed impacts, and countless miles of service as U·S·S Multiple-Wear *Wrought* Steel Wheels.

U·S·S Multiple-Wear *Wrought* Steel Wheels are produced for all types of railroad applications, including Diesel locomotives, electric and steam locomotives, passenger, express, and heavy-duty freight cars.

TO EXPEDITE DELIVERY . . .

There are two strategically located complete wheel shops to fill your orders for both U·S·S Multiple-Wear and U·S·S One-Wear *Wrought* Steel Wheels. The McKees Rocks (Pittsburgh), Pennsylvania shop serves the East and Southeast, and the Gary, Indiana shop supplies the Western and Southern Lines.

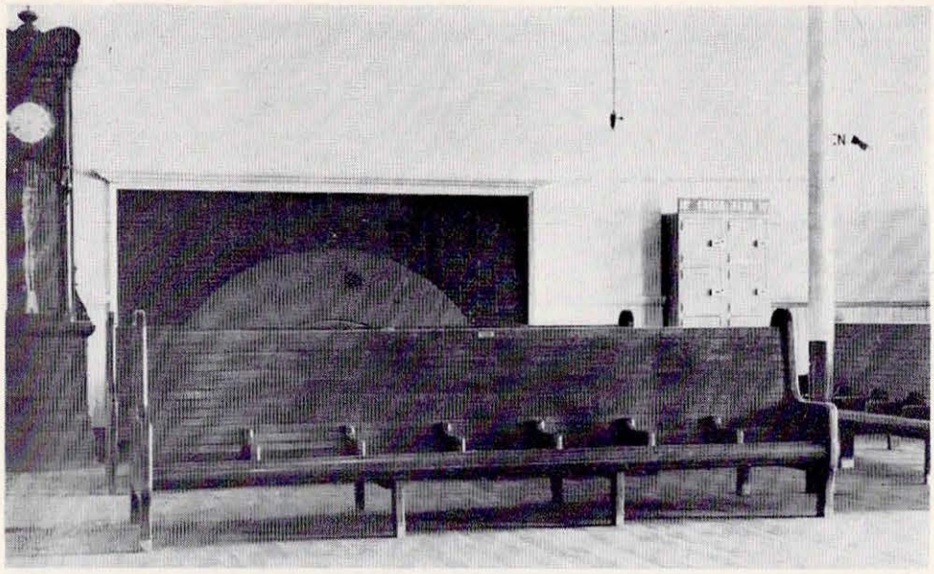
Remember—for more ton-miles per dollar, specify U·S·S Multiple-Wear and U·S·S One-Wear *Wrought* Steel Wheels. They'll pay for themselves.

U·S·S *WROUGHT* STEEL WHEELS

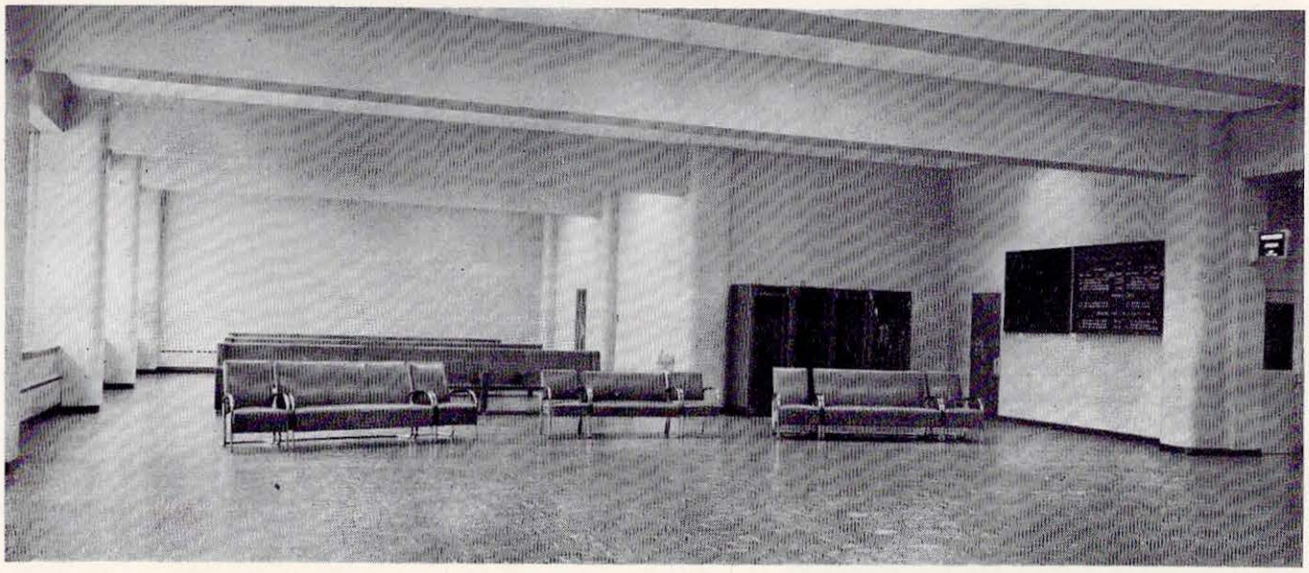
UNITED STATES STEEL CORPORATION, PITTSBURGH, PA.
TENNESSEE COAL & IRON DIVISION, FAIRFIELD, ALA.
COLUMBIA-GENEVA STEEL DIVISION, SAN FRANCISCO
UNITED STATES STEEL EXPORT COMPANY, NEW YORK

3-2119

UNITED STATES STEEL



OLD STATION had obsolete wood settees, fireplaces, grandfather's clock, wood floors and wainscotings, and pipe columns.



MODERNIZED INTERIOR has vinyl plastic tile floors, painted plaster walls, acoustical tile ceilings and upholstered chairs and sofas in addition to modern wood settees.

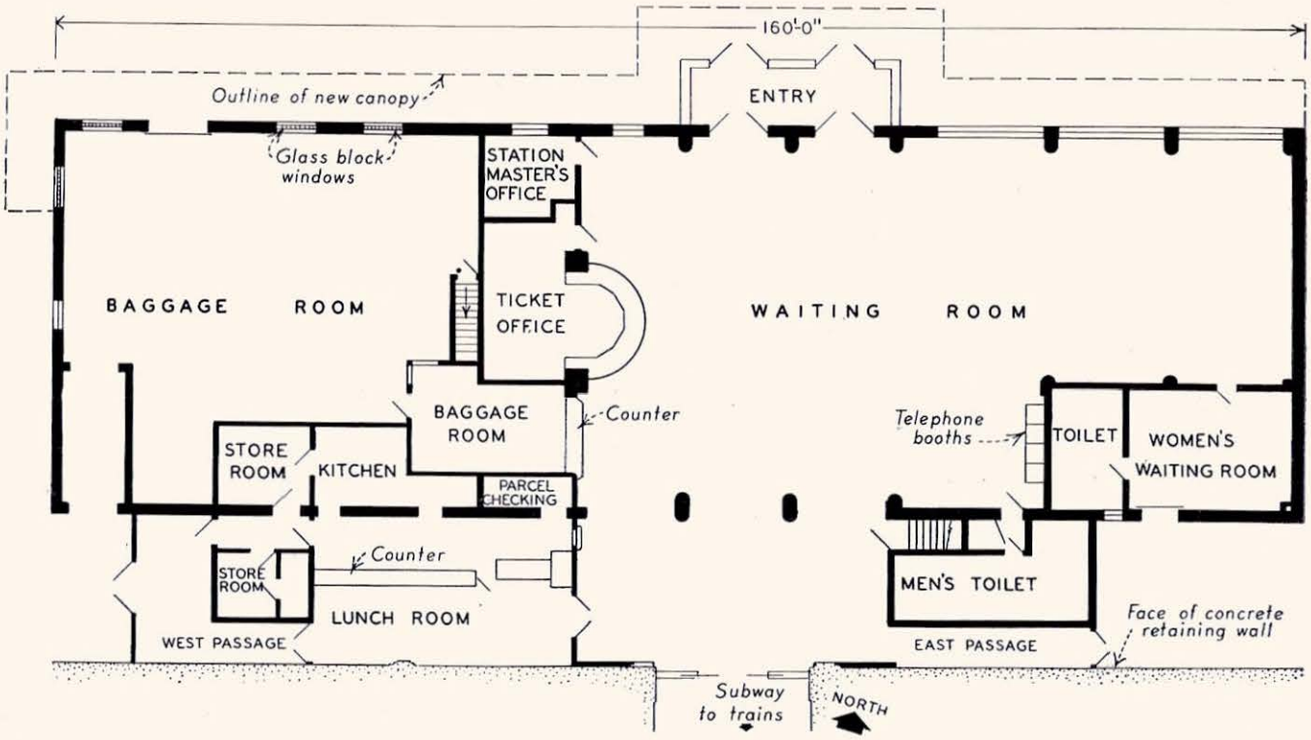
This Station Interior Transformed

Northern Pacific's 1890-period structure at Spokane thoroughly modernized on the inside and also given some polish outside

The situation confronting the Northern Pacific at Spokane was this:

In November 1952 the road put its premier transcontinental streamliners, the "North Coast Limited" (Nos. 25 and 26) on a new fast schedule between Chicago, the Twin Cities and the North Pacific coast. Under this schedule, the westbound "North Coast Limited" departs from Spokane at 10:53 p.m., while its eastbound counterpart leaves at 10:30 p.m. Schedules of other trains are such that, between 8:10 p.m. and 10:53 p.m., there are three departures and six arrivals. Six of these are transcontinental trains which carry the bulk of the road's passenger traffic into and out of Spokane. During the remainder of the 24-hour period there are only five other train departures from Spokane—all except one of which are local trains— and two arrivals.

It was the concentration of activity during the evening hours, aggravated by the new schedule of the "North Coast Limiteds," that led the railroad to enlarge the station waiting room in connection with its project to modernize the 63-year-old structure. When passenger stations are modernized these days the general tendency is to contract the waiting room into a smaller space on the premise that such rooms are not used to the same



IN REARRANGING the interior the lunchroom and men's toilet were moved into the passageway between the station and the retaining wall, the objective being to obtain more space for the waiting room. This plan shows the arrangement on the first floor after the changes were made.

extent as formerly. But the Northern Pacific, in remodeling its station at Spokane, reversed this procedure by enlarging the waiting room. This departure from general practice was not, of course, decided on without good cause.

Vintage of 1890

The NP Spokane station is a two-story brick structure, built in 1890. Facilities on the first floor included a baggage room at the west end and a general waiting room, a separate waiting room for women, toilet facilities, a lunch room, the ticket office and a baggage checking room. Offices of the division superintendent and other local supervisory officers are on the second floor.

The interior appointments and facilities were typical of those of an earlier day. These included back-to-back wood settees in the waiting room, an enclosed ticket office with a small window for serving patrons, and incandescent lighting. A large fireplace dominated one end of the general wating room and there was also a fireplace in the women's waiting room. The second floor was reached by an interior stairway off the waiting room. The floor area in the latter room was obstructed by numerous cast iron pipe columns. Another old-fashioned feature of this room was a wood wainscoting. The floors were of wood as were some of the walls and ceilings, although in the waiting room they were plastered above the wainscoting.

The NP tracks at Spokane are elevated between retaining walls, with a pedestrian subway extending underneath the tracks to serve stairways leading up to the passenger platforms. The station is at ground level and the track (south) side is separated from the near retaining wall by a passageway 19 ft. wide. Some years ago a roof was constructed over this passageway.

The station improvement work at Spokane was actually started in 1949 when the original covered timber walls and trestle were replaced with gravity-type concrete walls and the pedestrian tunnel and stairways were replaced with concrete construction. The total cost of the project, including the work recently completed, was $475,000.

Interior Was Rearranged

In carrying out the recent improvement work the first-floor interior was extensively rearranged and modernized. To create more space for the waiting room, the lunchroom was moved to a position in the passageway between the station and the track retaining wall. The kitchen and the storeroom for the lunchroom were placed inside the station in part of the baggage-room area. The men's toilet room was moved to a position in the passageway adjacent to a new enclosed stairway to the second floor. The space formerly occupied by the men's toilet has now become the station master's office.

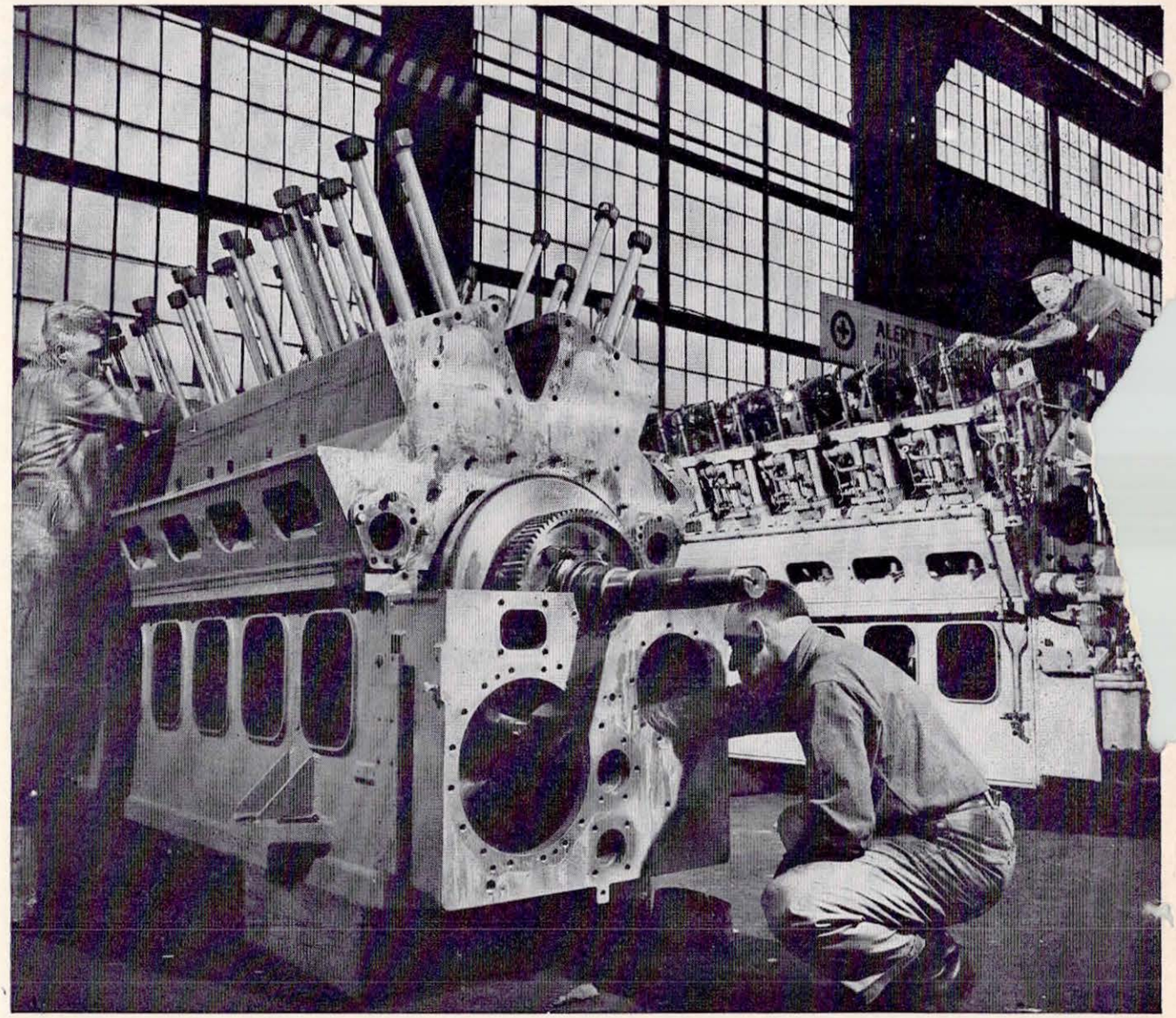
Another major change was the relocation of the ticket office from its position along the track side of the station to a place at one end of the waiting room formerly occupied by one of the fireplaces. The other fireplace has also been eliminated. While the separate waiting room for women has been retained it was considerably reduced in size.

The enlarged waiting room was freed of all the old cast iron columns by installing steel ceiling beams span-

(*Continued on page 30*)

How Alco Repair Services Save You Time and Money

MODERNIZED FACILITIES AND



SKILLED CRAFTSMEN AND SPECIAL FACTORY TECHNIQUES are two good reasons why Alco Repair Services are today's most economical answer to the problem of rising maintenance costs.

Alco AMERICAN

ADVANCED TECHNIQUES PROVIDE FASTER, BETTER MAINTENANCE—AT LESS COST

The Locomotive Repair Service now available to railroads through Alco's Factory Rebuild headquarters and regional warehouses is characterized by advanced techniques, skilled craftsmanship, quality control, and improved mechanical equipment and facilities. All of these tested features enable Alco to repair, rebuild, and return locomotive parts faster than ever before—and at lowered cost.

3-WAY SERVICE

These three distinct types of Repair Services are available:

- Repair and return of your own engines and parts to original design specifications, or to an improved and modernized condition at your option.
- Unit exchange—which gives you prompt delivery of "factory rebuilds" in return for your old engine or parts.
- "On Line" rebuild of locomotives on your own premises under Alco supervision.

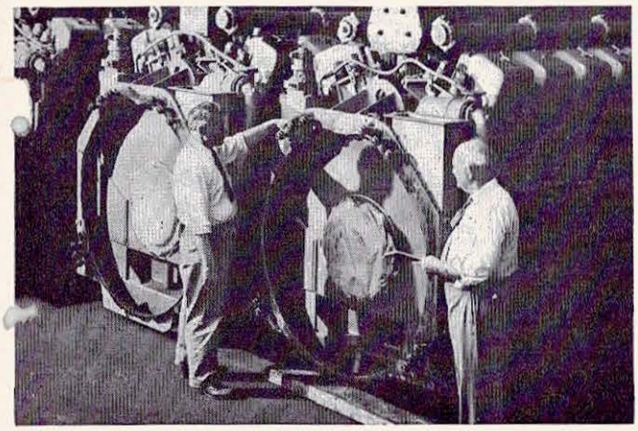
Whichever type of Repair Service you choose, your locomotives and parts return to service *faster*—and with warranties equal to those given on new equipment.

3-WAY SAVINGS

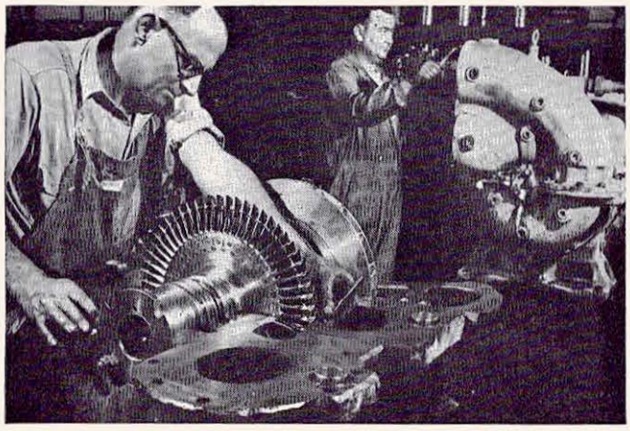
In terms of your own operations, you save time and money for your railroad in these three ways:

- Alco Repair Services enable you to cut your costs on overhead, shop equipment, and labor.
- Alco Repair Services help solve emergency maintenance problems and stabilize your maintenance schedules.
- Alco Repair Services keep locomotives in peak condition mile after mile, year after year — through facilities, engineering, and experience of the original manufacturer.

We suggest that you investigate the over-all cost of your present maintenance operations—then call in your Alco Sales Representative and let him show you how you can obtain greater savings in time and money with Alco Repair Services.

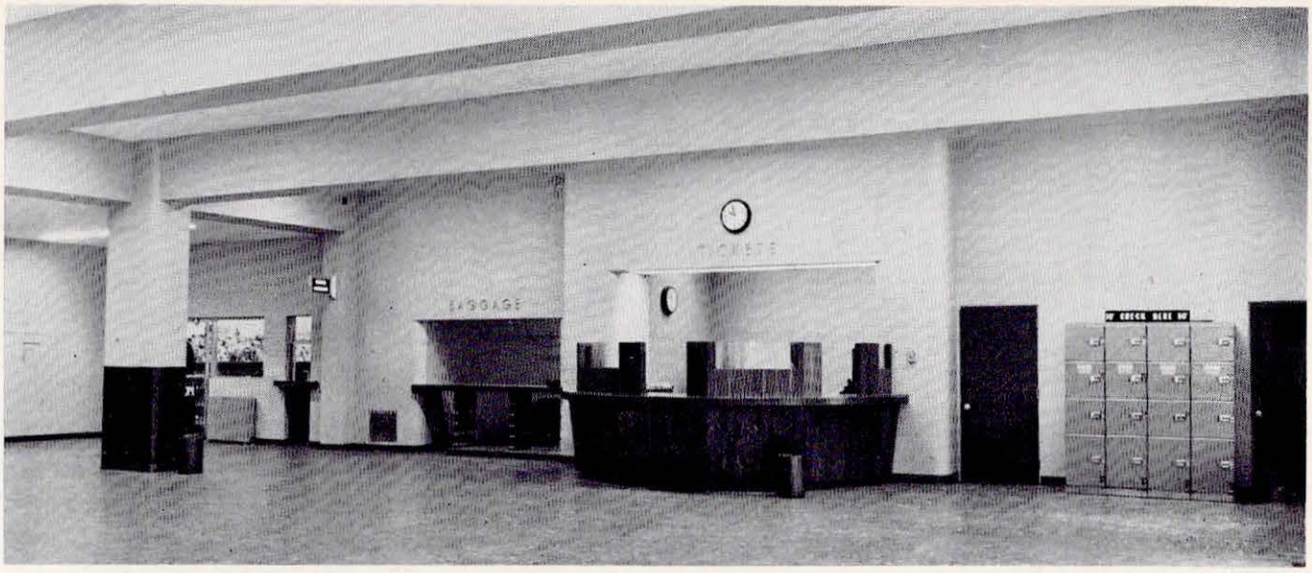


DIESEL ENGINES leave the completely equipped Alco Factory Rebuild Headquarters at Auburn, N.Y., with new-equipment warranties—your assurance of dependable performances—and FULL value for your service dollar.

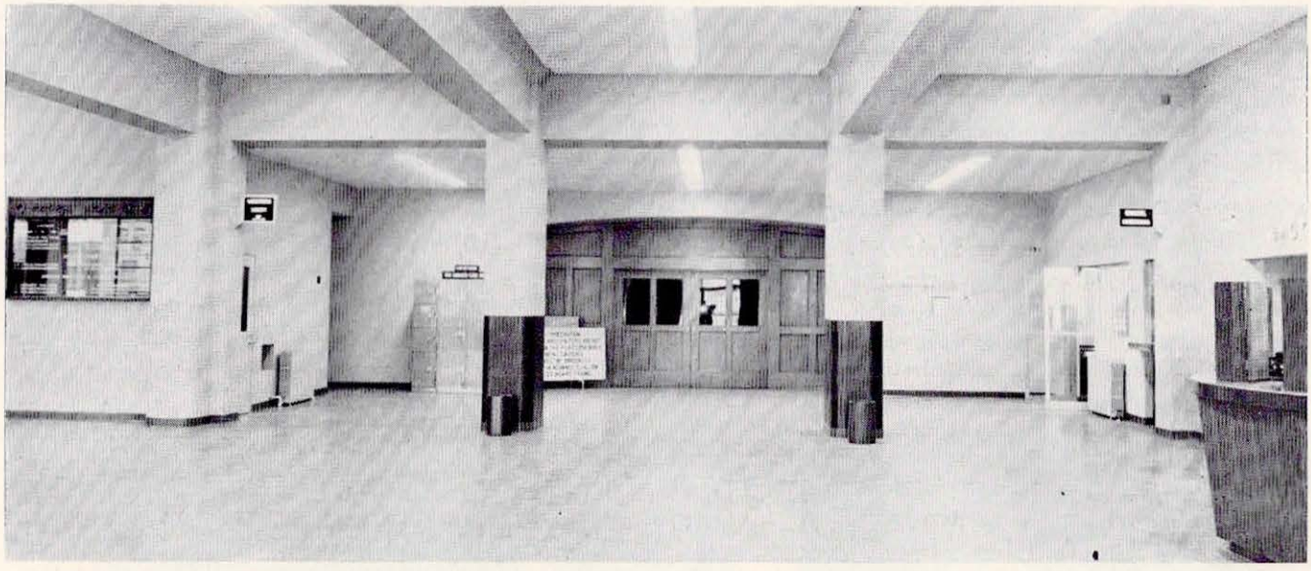


THOROUGH TESTING — *in accordance with specifications and quality standards of original manufacturer*—is another big advantage of Alco Repair Services. Here the rotor of a reconditioned turbocharger is checked for balance.

LOCOMOTIVE COMPANY Sales and Service Offices in Principal Cities



NEW TICKET COUNTER, replacing one of the fireplaces, is of the bank type. The finish is walnut veneer plywood. Counter top is solid walnut.



PASSAGEWAY between the station and the track retaining wall is now an integral part of the station interior. Door opening in background leads to concourse under tracks.

(*Continued from page 27*)

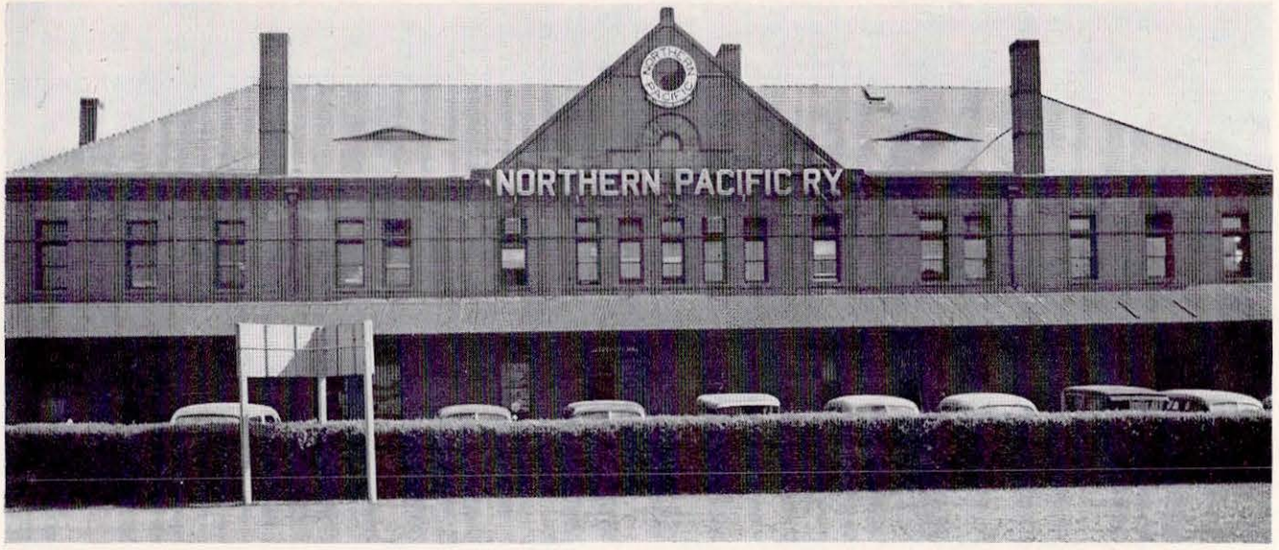
ning between the wall and structural columns. Other changes included installation of a bank-counter type ticket office; replacement of incandescent lighting with fluorescent fixtures of the flush type in the ceilings; installation of modern toilet facilities; and complete refinishing and redecorating of the waiting and other public rooms. All walls are now plastered and all rooms have acoustical tile ceilings.

Attractive Color Scheme

In the waiting room the existing wood floor was replaced with a concrete slab covered with vinyl plastic tile. In this room the walls are painted a rose tan, and the recess for the ticket office is painted a Wedgewood blue. The ticket counter is faced with walnut veneer plywood, and the counter is of solid walnut. Atop the counter are partial partitions, also walnut faced, which contain panels of fluted glass. In the lunchroom the walls are painted a sunlight yellow, and in the baggage room they are beige.

Other interior features of the modernized station include mahogany trim, a new train board with white letters on a dark background, attractive directional signs, modern parcel-check lockers, and a heating system employing baseboard radiation using steam furnished from the local power company.

The old-fashioned wood settees have been replaced with more modern wood settees and leather upholstered chairs and sofas, all so arranged as not to interfere with the free movement of passengers through the station on



BEFORE the improvements the street side of the station was dominated by old-fashioned metal canopy.

AFTER work was finished the station looked like this. Note modern canopy, glass-enclosed entry and glass-block windows.

their way to and from trains. Red and green colors predominate in the upholstered furniture.

Exterior Also "Dressed Up"

The exterior of the station has also been greatly improved in appearance. On the street side a commodious, glass-enclosed entry has been placed at the main entrance doors to the waiting room. At the waiting-room end the window area in the front wall has been greatly enlarged. Both the entry and the new windows have aluminum sash and trim. An old-fashioned canopy on the street side of the structure has been replaced with a modern canopy with an aluminum facia and a plywood ceiling. The new canopy is supported by steel rods anchored to the brick walls. Windows of the baggage room in the front and end walls have been filled with glass block above ventilating sash.

Ceramic tile in a pale green color was applied to the exterior walls of the building up to the second-floor level, and on the street side the existing masonry base course was somewhat reduced in height. Where ceramic tile was not applied to the brick walls they were cleaned and painted green to match the tile. The old masonry trim was cleaned by sandblasting. The existing slate roof was not disturbed but it is expected that it will be renewed in the not too distant future.

This modernization project was carried out under the general supervision of L. B. Curtiss, architect of the Northern Pacific. H. C. Whitehouse of Whitehouse & Price, architects at Spokane, was consultant architect. All work was done under contract.

Big response to

Proposition

e dirty car problem—like accidents and loss and d
is a long-term task that must be tackled with many
weapons, by many people. Nevertheless, an intelligent cam-
paign requires a determination of where first emphasis must
be placed.

Question

Among the remedies proposed by various interests, three
stand out. Which, in your opinion, would be the most effec-
tive in cleaning up released cars:

DIRTY CARS

Remedy	The Answer	Vote Percentage
1. Closer working arrangements between industries and railroads in reporting cars released dirty and in exposing of offenders.		53.7%
2. Establishment of punitive measures by the Interstate Commerce Commission, through authority over the car supply existing or to be legislated.		10%
3. Establishment of an agreed flat charge to be levied by the railroads upon receivers who release cars adjudged "dirty" by uniform standards		24.3%
		12%

lies Received—119

Proposition

siness has a stake in its sales promotion efforts
usiness and to hold that which it already has,
a battery of "business getting" practices.

Question

y 1, 2, 3, 4 and 5 your rating of the relative
e following sales and promotion practices in
the rails.

FREIGHT SOLICITATION

Practices	Answers (Points computed on basis of five points for first place vote; four for second, three for third, etc.)	Point Score
Personal solicitation		254
Industrial location aids		181
National advertising (business magazines)		138
Frequent mailings on service and schedules		134
National advertising (general magazines)		71

Ballots received—77

Ballots sent—154.

The Proposition

ler-on-flat car service is one of the hottest topics of
sion today—it involves shippers, railroads and the
ads' competitors.

PIGGYBACK

Question

As a shipper, would you find it to your interest to have
l railroads (where potential traffic exists) wholeheartedly
nter the business of hauling the trailers of existing inde-
pendent common carrier trucking companies?

Answers	
Yes	83.9%
No	14.6%
No Opinion or Impartial	1.5%

Ballots received—152

Ballots sent—200

Poll questions like these form the basis of live-wire articles each month in Railway Freight Traffic

Proposition

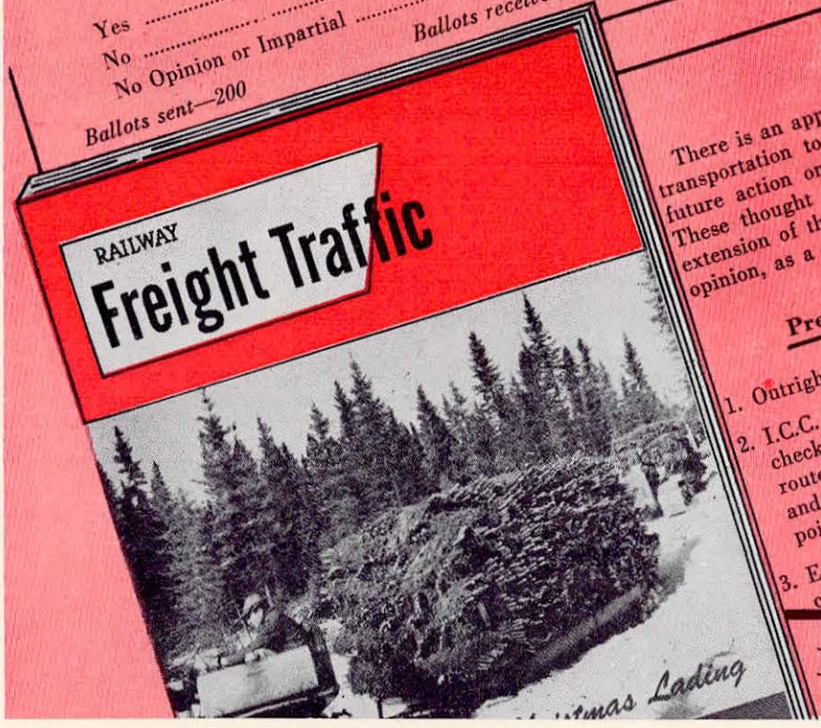
There is an apparent trend on the part of those in the field of freight
transportation to join one of three schools of thought in prescribing
future action on the Fourth Section of the Interstate Commerce Act.
These thought trends advocate action from outright repeal to overal
extension of the section to apply to all types of carriers. What in yo
opinion, as a shipper, is the most logical action to take?

FOURTH SECTION

Prescribed Action	Percent of Vo
1. Outright repeal	21.
2. I.C.C. administrative relief from the burdens of route checking and route publishing by permitting indirect routes to meet, without limitation of any kind, the rates and charges of the direct routes between the same points.	
3. Extension of the fourth section to apply to all types of carriers.	

Ballots return

ont 150



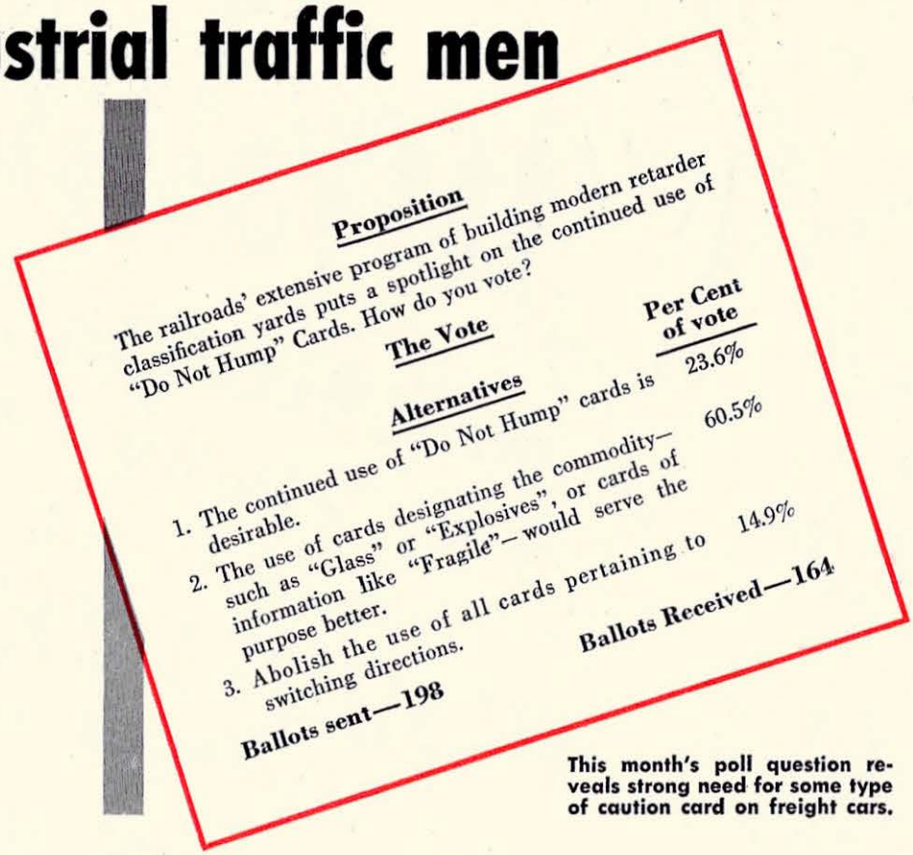
RAILWAY FREIGHT TRAFFIC—

poll questions indicates vital role of

Railway Freight Traffic

among industrial traffic men

...for instance 83% of Railway Freight Traffic's panel replied to the December poll, on use of DO NOT HUMP cards on freight cars. Details at right



Proposition

The railroads' extensive program of building modern retarder classification yards puts a spotlight on the continued use of "Do Not Hump" Cards. How do you vote?

The Vote

Alternatives	Per Cent of vote
1. The continued use of "Do Not Hump" cards is desirable.	23.6%
2. The use of cards designating the commodity—such as "Glass" or "Explosives", or cards of information like "Fragile"—would serve the purpose better.	60.5%
3. Abolish the use of all cards pertaining to switching directions.	14.9%

Ballots sent—198 **Ballots Received—164**

This month's poll question reveals strong need for some type of caution card on freight cars.

Railway Freight Traffic is published to foster the interchange of ideas among railroads, shippers, and suppliers...and to help shippers utilize railway service to their best advantage. It's a primary medium for the railroads to tell their story to the users of freight transportation.

Railway Freight Traffic

A Simmons-Boardman Publication

(Publishers of Railway Age)

"most quoted...most talked about, for its useful, practical discussion"

Merry Christmas

to the RAILROADS in U.S.A. · CANADA · MEXICO

from the makers of the

POSITIVE Brake Beam

AAR No. 18 – Certificate No. 52

To Dec. 1, 1953
1,330,000
POSITIVE BEAMS
have been ordered

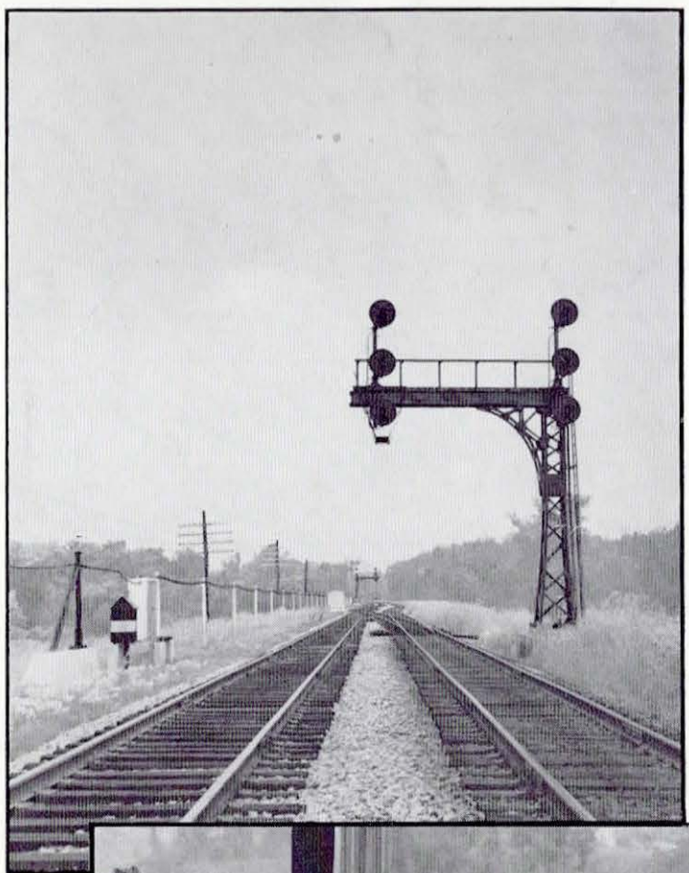
CHICAGO RAILWAY EQUIPMENT CO.

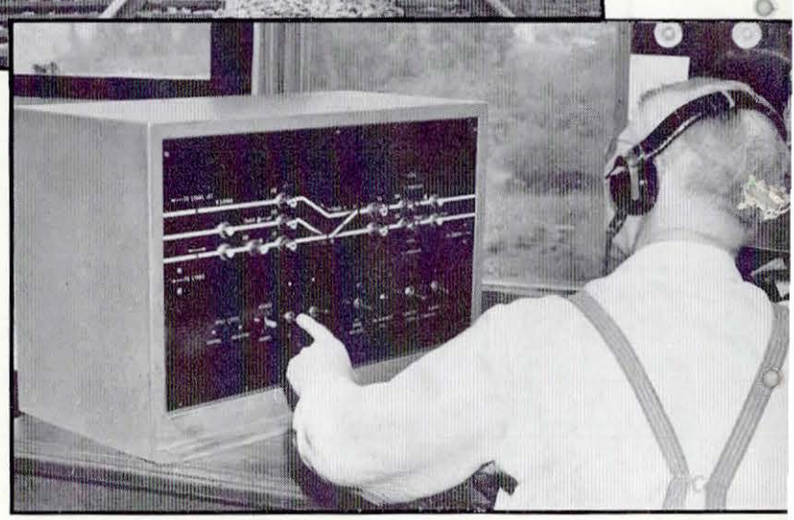
332 South Michigan Avenue, Chicago

MERRY
Christmas
W. H. MINER, INC. · CHICAGO

G-R-S SYNCROSTEP REMOTE CONTROL

eliminates block office





On this railroad, G-R-S Syncrostep enables the operator to reach out 10 miles from his interlocking tower to control remote switches and signals. Because of this installation, the railroad eliminated a 3-shift manual block office.

G-R-S Syncrostep is specifically designed for the remote control of large or small interlockings—

- Simple in operation
- Economical in first cost and maintenance
- Fast - 1 second for a control, 2 for an indication

Ask your G-R-S district office for complete information.

GENERAL RAILWAY SIGNAL COMPANY

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